



Clear

(Details on Page 2)

TELEPHONE
383-4111
CLASSIFIED
386-2121

Drunks and Drivers

B.C. May Erase Petty Charges

WILLIAMS LAKE (CP) — The provincial government is considering elimination of arrest and trial of minor traffic offenders and drunks, Attorney-General Bonner said Thursday.

The attorney-general, here for the annual Williams Lake Stampede, said in an interview:

"We clutter up our jails and courts with people who are not malefactors in the plain sense of the word. I am asking my department to question the whole situation.

"I personally have had enough of it."

Mr. Bonner said the new policy on drunks now in effect on an experimental basis at Terrace, Kitimat and Vanderhoof in northwestern B.C.

He said he is also considering a system of demerit points instead of fines for minor traffic offenders.

He said that a motorist picked up for an offence such as speeding or going the wrong way down a one-way street would be given a demerit rather than a ticket.

After accumulating a specific number of demerits a driver would lose his licence. He said the first step was

the new drinking-driving law which permits a police officer to suspend a motorist's licence for 24 hours.

He said the law, now in effect only on parts of Vancouver Island, will be extended to cover the whole island by July 1, and, he anticipates, the Fraser Valley by Aug. 1.

He said RCMP in Terrace, Kitimat and Vanderhoof have been asked not to arrest common drunks, only those suspected of committing more serious offences such as causing a disturbance.

The new plan is for police to send drunks home rather than press charges, he said.

Eve of Nation's Birthday

QUEEN JOINS PARTY

OTTAWA (CP)—A smiling, relaxed Queen Elizabeth flew into Ottawa Thursday afternoon to join Canada's centennial celebrations and received a flag-waving welcome from more than 2,000 people at Uplands airport.

The Queen, accompanied by the Duke of Edinburgh, came down the landing ramp from her BOAC jet in almost jaunty fashion, to be greeted by Governor General Michener and Prime Minister Pearson.

Dressed in a pink and yellow silk dress and yellow coat, with a hat of yellow and pink petals, Elizabeth went through the official welcoming ceremonies with a dazzling smile.

Seldom have Canadians seen their sovereign in a more relaxed mood.

HERE ONE WEEK

The royal couple will be in Canada for a week, helping the country celebrate the centennial of Confederation. They were last here together in 1964, for observances marking the 100th anniversary of pre-Confederation conferences in Charlottetown and Quebec.

The Queen's plane, flying her personal Canadian flag, flew in from London ahead of time—unusual because royal arrivals are normally split-second affairs.

Elizabeth alighted from the sleek, silver and blue airliner at 5:23 p.m. EDT, seven minutes ahead of schedule.

The Queen walked from the tarmac along a 140-foot red carpet leading into the VIP hangar at Uplands. She waved to the occupants of about 1,200 seats arrayed along one side of the hangar.

At the end of the hangar about 400 children waved flags. Hundreds of other well-wishers waited outside. Scores of thousands lined the

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Beaming Queen walks from plane with Governor-General Michener

18 Wounded In New Riot

BUFFALO, N.Y. (AP) — Violence accelerated sharply in this riot-torn city Thursday night with at least 18 persons wounded, 12 in shooting frays, and more than 100 arrested. In the third night of rioting in predominantly Negro sections, police reported that 12 of those wounded had been hit by pellets fired from shotguns.

Weekend Issue Next

There will be no paper Sunday as the staff will observe the Dominion Day holiday Saturday.

The weekend edition of The Daily Colonist complete with The Islander magazine and comic supplement will appear Saturday morning. Next regular edition of the Colonist will be Tuesday morning.

Who Came Off Best? Little Us, That's Who

By RON COLLISTER
Ottawa Bureau

Forest Products Tariffs to Plunge

OTTAWA (CP) — Bold tariff cuts on forest products will be made by Canada, the United States and European Common Market countries under terms of Kennedy Round agreements.

All major Canadian products are included in U.S. commitments for 50-per-cent reductions or for duty elimination. Canadian lumber will eventually enter duty-free.

In return, Canada will bring its rates of duty on lumber more in line with American rates and

cut sharply its duties on wood manufactures and papers. The current 25-per-cent Canadian tariff on furniture will be reduced to a range of 17½ to 20 per cent.

The Common Market will reduce rates on non-newsprint paper and wood pulp and introduce a tariff-free quota of 631,000 tons for newsprint.

Japan reduces its newsprint tariff and Switzerland its tariffs on wood pulp.

The changes are part of the

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OTTAWA — Canada picked off the smartest commercial deal of its history at the Kennedy Round talks.

No one in the know here is hurrying to answer the question that everyone's asking: Who got the best deal?

It's embarrassing. It's Canada.

Canada convinced its competitors that it's really still a resource nation, a hewer and drawer, with little industry of its own.

As a result, Canada still keeps fairly high protectionist barriers. And it was one of the few countries allowed to be selective in its cuts and not make them across the board.

The "little nation" pitch is never likely to succeed again at a no-nonsense, international tariff-slashing session.

Canada stands to benefit in more than \$3,000,000,000 worth of exports, through concessions by other nations on 862 items. (See stories, Page 8.)

Island Oyster Industry Closed

'Red Tide' Strikes Gulf of Georgia

By JOHN MATTERS

Fisheries officials warned Thursday that freshly-picked shellfish may be poisonous as a result of a dreaded "red tide" that is building up in the Gulf of Georgia.

Vancouver Island's commercial oyster industry closed as soon as the hazardous

condition was noticed earlier this week.

Oysters, clams and mussels could contain the toxic agent that produces paralysis and can lead to death.

The poisonous plankton is rapidly accumulating in the Gulf of Georgia from Seymour Narrows in the north to Active Pass in the south.

Involved are such popular oyster and clam grounds as those near Nanaimo, Parksville, Qualicum Bay, Union Bay and Comox.

Harry Grainger, federal fisheries inspector at Victoria, said the announcement was

not a closure — only a warning.

Dr. D. G. Quayle, shellfish expert with the Fisheries Research Board's Nanaimo station, said he would not be surprised if a closure was applied early next week.

The laboratory's monitoring stations are reporting "very high values" of the microscopic organism that causes the trouble.

"Toxicity can develop rapidly," said Dr. Quayle. "To be on the safe side, I say simply people should not take shellfish from that area."

A. D. Nordman of Lady-smith, president of Island Oyster Growers, said commercial growers at Lady-smith, Fanny Bay, Sooke and Pender Harbor have suspended their operations.

"There are quite a few out of work and we have no idea when the situation will clear up," he added.

The last outbreak of red tide off Vancouver Island occurred in the summer of

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Beer Glass Shrinks, Case Costlier

The B.C. Liquor Control Board Thursday authorized an increase of five cents to \$2.67 on the price of a case of beer and reduced by one ounce—from 13 to 11—the size of glasses used for draught beer, effective July 17.

A liquor board spokesman said the rise in beer prices resulted from an earlier increase in the federal sales tax.

Straitjacket, Says Israel

Yugoslav Motion at UN 'Prescription for War'

By ALEXANDER FARRELL

UNITED NATIONS (CP) — A Yugoslav motion before the General Assembly "is a prescription for renewed war in the Middle East," Foreign Minister Abba Eban said Thursday.

The motion, introduced Wednesday, would have the assembly demand that Israeli forces withdraw unconditionally from territory occupied in Egypt, Jordan and Syria.

Eban told a press conference that the motion, sponsored by 14 other pro-Arab countries, "calls for the restoration of conditions that have already produced one war and would inexorably produce another."

ARMS SHIPPED

He said Israel has information that the Soviet Union has resumed arms shipments to Egypt on a large scale. While this was going on, Arab supporters at the UN would invite Israel "to go back into a strait-jacket to await the most convenient time for the Arab states to resume the war with big-power aid."

Meanwhile, some 30 countries, including Canada, were reported close to agreement on a draft resolution that would make Israel's withdrawal from Arab territory conditional on steps by the Arab countries to end their state of belligerence with Israel.

MOTION TODAY

The motion is expected to be introduced today, bringing the assembly to grips with the issue of conditional or unconditional withdrawal of Israeli forces and possibly inviting a procedural

battle over what motion will be put to a vote first.

In the assembly earlier, Eban replied to critics of Israel's action this week in unifying the administration of Jerusalem for the first time since the end of British rule in Palestine in 1948.

He said the situation has improved for both the inhabitants and the city's holy places.

He asked the 122-country assembly "for a balanced and hard understanding of the positive changes that have taken place."

Egyptian Toll 5,000

CAIRO (UPI) — Egypt suffered about 5,000 casualties in the Middle East war, the semi-official newspaper Al Ahran said today. Israel suffered 679 dead and more than 2,500 injured, the Israeli said. (Israel had estimated 7,000 to 10,000 Egyptians died in the war.)

In other Mideast developments:

● Arab leaders called for a holy war Thursday after hearing of Israel's annexation of Jerusalem, and after learning one Egyptian was killed and one wounded when Israeli troops fired on an Egyptian launch in the Suez Canal.

● A columnist in Al Ahran charged Thursday French President de Gaulle had advance word before the Middle East war that the U.S. was co-ordinating an air attack against the Arabs.



Lawyer Brody, actress Mansfield

Jayne Dies in Crash

NEW ORLEANS (AP) — Jayne Mansfield, a buxom sex symbol who once called her life "just one long honeymoon," met a bloody and violent death east of here Thursday in the shredded wreckage of a car.

She was en route here for a television appearance.

INCREASING TROUBLES

The 2:30 a.m. collision also killed two men with the blonde actress, whose 40-inch bust brought her a flashy career. A tempestuous love life and,

in recent months, increasing personal troubles kept the 34-year-old actress in the limelight although her movie career had gone downhill.

STUDENT DROVE CAR

One of the men killed with her was Samuel S. Brody, 40, a Los Angeles lawyer whose wife accused him recently, in a divorce action, of committing adultery with Miss Mansfield.

The other victim was Ronnie Harrison, a 20-year-old hand-

some pre-law student at the

University of Mississippi. Police said Harrison was driving the big grey car.

Marie, 3, Zoltan, 5, and Mickey Jr., 8, three of the actress' children, escaped severe injury. Police said they were in the back seat of the vehicle.

HARTFAY ARRIVES

The car rammed the rear of a tractor-trailer rig slowed by a cloud of white and mosquito fog on a narrow, winding highway.

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Swim Class Entry List

List of Greater Victoria children entered in The Daily Colonist's free swimming classes this year appear today on Page 6.

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NDP MLA Charged

Gordon Dowding, NDP member of the B.C. legislature for Burnaby-Edmonds, was charged in Burnaby magistrate's court Thursday with failing to file a 1965 income tax return on demand. No plea was taken. The case was adjourned until July 6.



Award for Goodwill Waiting in Omaha

ACCIDENTAL WINNER: Victoria Goodwill Enterprises is a strictly non-profit organization that serves Vancouver Island's handicapped people. The group is affiliated with Goodwill Industries of America solely for the exchange of ideas.

As part of this exchange of ideas James McCrossan, who handles public relations for the Victoria operation, sent details of the Million Dollar Day program held here last December.

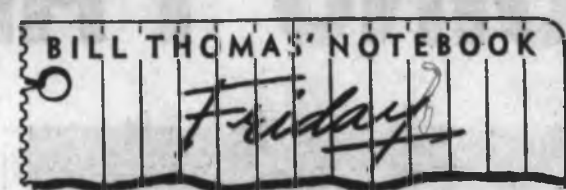
Today's Victoria Goodwill Industries will get the national award for public relations. Someone in the U.S. office liked the Victoria idea and submitted to a panel of judges without telling the Goodwill people here. It won top honors.

The award will be made at the organization's national convention being held at Omaha, Neb.

There must be something odd about a public relations campaign originating in Victoria which takes top spot in competition with U.S. efforts. After all they did invent public relations, didn't they?

Congratulations to James McCrossan. Million Dollar Day was held last December to mark the \$1,000,000 that has been earned in wages by handicapped workers since Goodwill Enterprises was founded here 10 years ago.

PICK A PEACH: Staff at the Greater Victoria Centennial office are having a little



contest. Winner to be decided at the end of the year will be the person who gets the funniest phone call.

Here are three of the best to date. One woman called to demand that her mother get a pioneer medal.

Jerry Gosley explained the ground rules in great detail but the caller just got mad.

Just before she put the phone down the woman yelled "and what's more my mother had three sets of teeth, double vision and died at 96."

Another caller demanded to know "Why don't you people send out interesting pamphlets on the way we live to the people in Iceland?"

Last but not least, we hope, a quavering voice demanded to know "Why are we old people left out of everything?"

"I hope you are going to do something about getting us to Expo, after all we pensioners have lived through two wars and we deserve to see Expo."

Mr. Gosley explained at length that it would be impossible to send all pensioners to Expo at public expense but the caller still was not convinced.

Afterthought. A woman also called and demanded to know why there was no special

program for 40-year-olds on July 1.

ROOT SMEAR: Bill Webb is already nursing an ulcer which is small wonder after his organizational problems with the culinary arts ball and his more recent struggle with the Labor Relations Board.

Thursday afternoon he got a phone call from his wife that really put his intestine in a granny knot. The chimney sweeps were busy at his home cleaning out pipes and stacks when the collecting bag burst.

DEFINITION: Tom Carney, an avid reader, offers this gem from Foreign Affairs. Irving Kristol writes that an "intellectual may be defined as a man who speaks with general authority about a subject on which he has no particular competence."

QUIET MOMENT: The thunderous battle of the bands will blanket Centennial Square on Saturday morning. Just to slow the tempo down a little, tenor David Galbraith will offer a concert at 8:15 p.m.

The star of the Smile Show will be accompanied by organist Eleanor Kent in a program of popular songs.

Multiple Sclerosis Victims Primarily Women Over 20

By JOSEPH MOLNER, MD

Dear Dr. Molner: I would like information on multiple sclerosis and treatment. My son, now in his 30s, was stricken a year ago and isn't doing well even though he has been in and out of the hospital several times. One problem is bladder infection and he cannot control his bladder. —MRS. D.G.

Multiple sclerosis is a depressing disease because the cause is not known — although he assured that great efforts are being made to learn the cause and thus open the way to seek a cure.

It is a disorder of the nervous system featured by scarring (sclerosis) and other changes in the nerve trunks. This is why it results in muscular weakness. The nerve impulses are affected.

It is always serious, and statistically it is found to attack about one person in 120. About 80 per cent are females, and it

Your Good Health

usually does not appear until after the age of 20.

The course of the disease is extremely variable, sometimes rapid, sometimes slow, and with unpredictable plateaus or remissions with relief from some of the symptoms, or a quiescent state during which they do not become worse.

Loss of muscular control, as explained above, is common, but does not follow a set pattern. It may affect eye muscles, or arms and legs, or bladder or bowel control.

Considerable treatment is necessary but is variable to suit

the problems of each individual case. Steroids (such as ACTH) may be used to try to retard severe cases which are progressing. Some believe that a low fat diet is helpful. This is subject to some argument.

If muscle spasms are a problem, muscle-relaxing drugs help.

ARE MANDATORY

When bladder control is lost, scrupulous hygiene is required to prevent skin irritation, and measures to prevent or combat bladder infection are mandatory.

If the patient is bedfast, bed sores can become a serious complication, so the physician should be alerted at the first sign of this.

In some instances (depending, obviously, on the severity of a case, and of the muscular ability remaining) rehabilitation measures may be necessary to build up muscle strength and co-ordination.

The Weather

JUNE 30, 1967

Small craft warning continued for Juan de Fuca. Clear. Winds southwest 15, occasionally rising to 25. Thursday's precipitation nil; sunshine 14 hours 12 minutes; recorded high and low at Victoria 65 and 51. Today's forecast high and low 65 and 50. Today's sunrise 5:14 a.m., sunset 9:20 p.m., moonrise 1:21 a.m., moonset 2:29 p.m.

East Coast of Vancouver Island—Small craft warning continued for Georgia Strait. Clear. Little change in temperature. Winds light, except northwest 20 to 25 in Georgia Strait. Thursday's precipitation nil, recorded high and low 74 and 53. Today's forecast high and low 75 and 50.

West Coast of Vancouver Island—Mainly clear. Little change in temperature. Winds west to northwest 20, occasionally rising to 30. Forecast high and low at Tofino 65 and 50.

North Coast—Mainly cloudy with few showers. Little change

in temperature. Winds westerly 15 occasionally rising to 25 in exposed areas. Outlook for Saturday mainly cloudy. Showers in northern half. Not quite so cool.

Five-day outlook—Temperatures Saturday through Wednesday will average three to six degrees above normal. No rain indicated.

READING	Min	Max	Precip
St. John's	30	77	—
Charlottetown	34	71	—
Halifax	47	65	—
Fredericton	32	62	—
Montreal	68	78	—
Ottawa	64	74	—
Toronto	58	69	—
North Bay	56	66	—
Windsor	66	76	—
London	68	78	—
Brampton	68	78	—
The Pas	57	77	—
Thunder Bay	58	68	—
Regina	50	60	Trace
Saskatoon	49	59	Trace
Prince Albert	50	70	Trace
Swift Current	58	78	—
Medicine Hat	58	78	—
Calgary	58	78	—
Edmonton	45	74	—
Winnipeg	45	74	—
Manitoba	45	74	—
Regina	50	70	Trace
Saskatoon	49	59	Trace
Prince Albert	50	70	Trace
Swift Current	58	78	—
Medicine Hat	58	78	—
Calgary	58	78	—
Edmonton	45	74	—
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Big Two Another Summit Possible

LONDON (UPI)—Informed Communist diplomats said Thursday Soviet Premier Kossygin and President Johnson may hold a second big two summit meeting later this year. They said it would be in a neutral place, but they did not speculate where.

The sources indicated Kossygin was satisfied with his two days of talks with Johnson at Glassboro, N.J., despite his tough public stand on Vietnam, the Middle East and other East-West issues.

CLEAR AIR
The informants said the Glassboro summit cleared the air between Washington and Moscow and helped pave the way for further talks before long.

According to the sources, the second Johnson-Kossygin summit would come after the Kremlin has resuspended U.S. foreign policy in light of the defeat of the Arabs in the war against Israel, the Chinese Communist hydrogen bomb and other recent developments on the world scene.

STOCKTAKING
A sweeping "stocktaking" already is underway in Moscow, the sources said. Major policy decisions are expected to be made after the return of the Soviet leaders from their current soundings in world capitals.

The sources hinted the Glassboro summit had in effect proved more positive than the official communiques reflected at the time.

SOME AGREEMENT
They said that while the Kossygin-Johnson talks spotlighted the major differences between the two world powers, they also pointed up possible points of agreement.

On the whole, the sources said, more progress was made than Kossygin was prepared to concede in his news conference at the United Nations at the completion of the Glassboro talks.

CLARIFICATION
The sources noted that Kossygin went to the UN General Assembly to accuse the Israelis of "aggression" and the United States for allegedly backing Israel in the war.

But in their first face-to-face meeting, the two leaders were understood to have succeeded in clarifying the major problems.

The sources indicated the Glassboro summit talks may play an important part in the formulation of the Kremlin's new policy on global issues, including the Middle East and Asia.

Japan Nears 100,000,000

TOKYO (Reuters)—Japan says it expects its population to pass the 100,000,000 mark next month. The population was estimated at 99,720,000 May 1 and was increasing at a monthly rate of between 80,000 and 120,000.

Reformed Pedro Squawks in Style

DES MOINES, Iowa (AP)—Pedro, the dirty-talking parrot at the Des Moines children's zoo, is a changed bird. Now he uses only clean words—big ones.

Pedro, actually a macaw, was banished from the zoo's Birthday House several weeks ago when custodians discovered he had learned some colorful profanity during the winter. They blamed his shocking new vocabulary on some plumbers who had been working at the zoo.

But Charles R. Elgin, zoo director, now says Pedro spouts only well-laundered if esoteric words like "transcendental" and "megalopolitan."

"He's the most erudite parrot in the whole world," says Elgin.

"Off and on for three weeks I'd read him chapters from Oswald Spengler's 'The Decline of the West,'" said the zoo chief. "I'm now reading excerpts to him from Spengler's 'The Hour of Decision.'"

Pedro now is known as The Professor.

New, Old Jerusalem Become One

By ROBERT C. TOTH
The Los Angeles Times

JERUSALEM—New and old Jerusalem became one Thursday as Israel's proclaimed annexation of the Arab section took effect and Jews and Arabs were given free access to all parts of the united municipality for the first time in 19 years.

"There are more Jews than Arabs over there today," laughed one Israeli with meta-

phoric if not literal accuracy as he pointed across the former border. "And there are more Arabs than Jews here."

Black-robed Hassidic Jews and modern Israeli girls flocked into the old city to window shop in the crusaders' market, and haggle good humoredly at stalls in the narrow, odoriferous, labyrinthine streets.

Where just a week ago it was dangerous to walk without armed guard, Israeli housewives pushed baby carriages. "Sarah, look here," called one to a friend as she fingered a flimsy blue negligee.

In Israeli Jerusalem, white Kaffiyeh men and their sons looked in on Jewish merchandise and dodged cars in huge traffic jams where roads that had previously ended at walls fed intersections at unexpected angles.

Some Arab youths rode around in Jordan-licensed cars, smiling at Israeli girls and shouting "shalom." An irate Arab peddler set up a street stand on Jaffa road, one of Israeli Jerusalem's busiest streets, to hawk Arab candies—presumably without a licence.

Zvi Avrami, manager of the King David Hotel, was visited in the afternoon by the director of tourism in Arab Jerusalem. "They have problems in starting up their hotels again and wanted to talk about them," he explained. "I asked the manager of the St. George Hotel to come over and talk."

Typical of the problems, Avrami said, is differing wage scales. Waiters in the old city receive the equivalent of 100 Israeli pounds a month (\$33) while Israeli waiters get two to three times more.

Kossygin Ends Talks in Cuba

Paris Next Stop on Russian's Trip

HAVANA (UPI)—Soviet Premier Kossygin Thursday completed three days of marathon talks with Cuban Premier Castro in an effort to patch up political and economic differences between Moscow and Havana. Reliable sources said the Soviet leader would leave Cuba this morning.

There was no official word on Kossygin's next stop, but informed sources said he would probably fly to New York for a refueling stop and then head for Paris where he has a Saturday date with President de Gaulle.

SHORT NOTICES
Information on the Kossygin talks was scanty. The Cuban press confined itself to short official notices saying only that the two Communist leaders had met.

As on previous days, official comment on the presidential palace talks was confined to reporting they were continuing in a "comradely" atmosphere. However, a Tass news agency report said Kossygin and Castro had taken a tour of the countryside indicating the talks had concluded. If past custom is followed, the two men will issue a joint statement on their talks prior to Kossygin's departure.

The Cuban government-controlled mass media meanwhile started for the first time to de-

vote some space to Kossygin's visit, now generally accepted as having been a "private" one. News pictures showed Kossygin at one time in shirt sleeves and with coat and tie on in another. Castro was shown in his customary fatigue uniform.

The talks were conducted in one of the salons of the presidential palace in downtown Havana with the Russians on one side of a long table and the Cubans on the other.

The pictures indicated that only Castro, his brother, armed forces minister Raul Castro and President Osvaldo Dorticos represented the Cuban viewpoint in the closing stages of the talks. On the first day, high-ranking members of the Cuban politburo also were present.

So secret have the discussions been that even normally well-informed eastern European Communist diplomats in Havana could add nothing.



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A Half-Year Look

THE FIRST HALF OF 1967 is over today, and most of the prognostications that it might be a difficult year for the Canadian economy have proved to be correct.

There has been no depression in the broad sense of the word, and in many areas there has not even been the milder so-called recession, but business has found it more difficult to hold the line on prices in face of rising costs in many directions—not the least being government spending at the federal level.

The result is that while Canada's gross national production figure is continuing to rise the rate of growth, and the amount attributable to increased production, as against increased price, is well below that of earlier years of this decade.

Corporation profits for the most part are lower than they were at the half-way mark of 1966, despite the fact that in many cases volume of dollar sales is higher. The profit squeeze has reached the stage when there is not too much juice left in the lemon.

Industry is hopeful that the Kennedy round of tariff cuts announced in detail this weekend will assist Canada in one of its greatest problems—that of finding a wider market for its products than exists in the domestic field.

On the other hand, reduced tariffs open the way for competition and there are many who say that Canada is not the best equipped of nations to meet this test. It must also be clear to Ottawa that if competition is to be unbridled—or nearly unbridled—it must pay increasing attention to the demands it makes of the taxpayer.

British Columbia for some time has been the fastest-growing province of Canada, and although its 1967 picture so far has been fairly similar to that of the rest of the country, it is the one which has the potential for sharp improvement in the latter half of the year.

In the lumber industry inventories are still large, and there is an over-supply of pulp, but the general situation is said to be better than a year ago.

There is good hope that the demand for B.C. lumber and plywood will be higher than in the second half of 1966, and that, despite tight money, there will be a revival in home construction in the world markets that rely on B.C. forest products.

Mining is also booming thanks to the continued buying of concentrates by Japan, but there is clearly no room for complacency.

In a freer trading world, the need for maximum efficiency will be more pronounced than ever.

Rebel in the House

THE CROWN, through Queen Elizabeth, who in her own life represents so much that is fine and good in our society, is an integral and valued part of our constitutional structure," said Prime Minister Lester B. Pearson, Wednesday, reading from the parliamentary address of welcome to Her Majesty just passed by the House of Commons.

There was one dissenting voice. "On division," insisted the gadfly member for Lapointe, Quebec, Mr. Gilles Giguere, republican separatist. He would not allow the address of loyalty unanimous passage.

His attitude infuriated an emotional House of Commons, as it will a good many other Canadians. He took the oath of allegiance, like everyone else in Parliament: "I... do swear that I will be faithful and bear true allegiance to Her Majesty Queen Elizabeth the Second, her heirs and successors according to law. So help me God."

Either this was a false oath on his part or he has since repudiated it. In either event there is surely sound ground to question Mr. Giguere's right to continue to represent his constituency. He has announced, incidentally, that he will not again contest an election for a federal seat. It would be no great loss to the Commons if he hastened his departure.

Valid Alarm

IT MAY SEEM far-fetched to suggest, as has the I Colwood representative on the Capital Region Board, that ejecting raw sewage into the ocean could "pollute us off the earth" in 50 or 100 years. It is on this basis that Mr. William Reader has persuaded the board to ask for a supplementary report from the engineering firm which recommended a regional system of trunk sewers emptying into the sea. For information only, the company will be asked to describe the advantages and disadvantages of treating sewage and garbage for compost.

Undoubtedly the engineers will point to disadvantages, for otherwise they would not have made the recommendations they did in the first place. But, though Mr. Reader's alarm is perhaps premature, it is in the long term valid; it may very well be that the people of this area will be facing a most acute problem within the lifetime of today's youngsters—and of the proposed sewer system.

The straits that separate Vancouver Island from the Canadian and United States mainland form a mighty flushing channel. But the question is whether even this great drainage ditch can safely accommodate the pollution that may be poured into it a few decades hence by the population then dwelling on its shores.

It may have caught the eye of many readers that The Daily British Colonist of June 29, 1967, reported that British Columbia at that time had a white population of 8,000. Little could those 8,000 have dreamed that 100 years later their number would have grown 240 times to nearly 2,000,000.

At this rate of expansion, the population of the province by 2067 would be 480,000,000, an inconceivable increase. But even at the present rate, 15 per cent from 1961 to 1966, the number of people in British Columbia would be nearly 33,000,000 a hundred years from now, mainly concentrated presumably in the coastal region, joined there by as many or more millions around Puget Sound, with all the industrial as well as human waste disposal that this implies.

Within the next century we may not be "polluted off the earth" by dumping raw sewage into the sea. But here is another illustration that food and water shortages will not be the only potential catastrophes if the population explosion continues—even in areas which can still be classed today, on the whole, as the wide-open spaces.

Thinking Aloud

"... of shoes, and ships,
and scaling 'wax'..."

By TOM TAYLOR

IT WOULD not become the vanity of this writer to re-train from intruding a personal note into the splendor of this centennial edition of the Colonist, which incidentally you would do well to lay carefully aside for the future edification of your great-grandchildren.

None of you perusing these lines will enjoy the second centenary of the land which derives its name from the Huron-Iroquois community word "kanata," but they will, and, one hopes, be as entranced as you are this morning as you absorb the fascinating recital of a nation's history.

They tell us, do the pundits of electronic communication, that before then the printed word will become archaic, giving way to alleged virtues of video information, but for the sake of our descendants I trust not. The enduring quality of print provides an enrichment which if it ever became a museum piece would leave the world sadly bereft.

A hundredth birthday, you will agree, is not lightly to be passed by. In individual life it is a goal few of us attain, but, having been reached, it warrants all the resurgence that memory can produce and it is most certainly worthy of celebration.

So it is, forsooth, in the story of a nation, depicted in this issue in a fashion not lightly to be glanced over, either.

That year of grace, 1867, A.D., was not of course the beginning of Canada; the tapestry of our history extends much farther back. To John Cabot, if you will, or the Vikings, unjustly ignoring as we are wont to do the Indians who staked the original claims on the territory that spreads from sea to sea. But 1867 was the fount of the modern Canadian state, which now, in Expo 67 for instance, exhibits its quality and character in no mean degree.

All the world, it seems, except maybe the obvious, is sitting up and taking notice.

And this humble scribe can lay valid claim, I hope, to have a share in Canada's epochal birthday, an event which has awakened an awareness which hitherto has in large degree been lacking. The finest international fair of all time, in itself, has sparked an interest which one trusts will not flicker out.

Playing coy as ladies do, not easy in an age when documentation tabs one at every turn, I might be hushabout revealing the passage of my years except that in addressing a select audience I have an obligation to be truthful; and so I must tell you that the link with my adopted country goes back high into 56 years.

Half a century, therefore, has initiated me into the mazes of Canadian life and presumably also etched me into its history whether recorded or not. The latter certainly, but one in part of one's environment and vice versa, and even if the sound of my tongue denies it, as has been suggested to me on occasion, the woven threads of this favored land contain something of the set of yours truly.

Many of you know from former exposures in this space that I was born and grew up in a little pastoral village on the Clyde, well-known to shipyard workers and according to a certain song especially on a Saturday night. And 'twas from the banks of this famous river that in the flower of youth I set out on the great adventure of settlement in a new country.

Well do I remember, indeed, the moment of arrival in Halifax.

It was raining, perhaps to make me feel at home, it being a common belief, albeit a libel, that in the "Glasgow" of St. Mungo this is a too frequent occurrence. Were I to say that more rain falls in Victoria than in my native city you would not believe me, so I won't commit perjury.

In any case weather is not of the least importance this morning, literally speaking, that is; it is the warmth of people, the range of interest, and the patina of a nation that counts. In my "fifty years on" these have been rewarding.

But I would have you were I to indulge in further personal detail, which is properly the preserve of the eminent you may read about in today's distinctive issue of the Colonist. The foregoing is but to advance a tentative claim to a share in the centenary which we celebrate tomorrow.

For half of it, or nearly so, belongs to me, who once belonged to Glasgow.

And so, with uplifted glass, my loyal toast to the land of my adoption on its historic 100th birthday.

Paul said: Rejoice in hope; patient in tribulation, continuing instant in prayer. — Romans, 12:12.



Midnight At Noon

(From The Portland Oregonian)

Uniform time is fine. Clocks in every time zone should be synchronized, whether under standard time in winter or daylight time in summer. However, the suggestion of Leonard Jaffe, director of space applications programs for the National Aeronautics and Space Administration, that the whole world have one time, goes much too far.

Under Mr. Jaffe's plan, it would be noon in all parts of the globe at the same time. This could be in the middle of the night in Portland and at midday in Moscow. Satellite communications, by which everyone in the world would watch the same live television program at the same instant, and supersonic transportation will make this possible, he told the Armed Forces Communications and Electronics Assn.

So that people wouldn't have to work all the time in the dark and sleep or watch prime programs by daylight, Mr. Jaffe would cut the length of day to 22 hours and 56 minutes. This, he said, would give everyone an equal number of days in each year with sunlight during working hours.

Some opponents of daylight time contend it confuses the cows. Jaffe time would be even more confusing for the milkman and all the rest of us. So far as we're concerned they can tape their dang satellite TV programs and show them to our convenience. If present shows are a criterion, few will be worth watching anyway.

Fonic Najun

From Toronto Globe and Mail

Acting as host to the largest gathering of publishers ever assembled in Canada last week, the University of Toronto Press prepared some historical and educational notes for the 300 delegates from the United States, Mexico and Canada.

One item, entitled A Glossary of Najun English, informed the distinguished members of the Association of American University Presses that Canada has not two, but three national dialects...

The glossary provided included the following: BUKS. Produced by university presses, usually categorized as SCOLLY BUKS and MERSHEL BUKS.

EDDER. Bears principal responsibility for literacy of published works. However, note distinction between SCOLLY EDDERS and MERSHEL EDDERS.

NOO NAJUNS. All immigrants since 1867, other than United Empire Loyalists (Tories).

SKEEN. Popular winter sport of NAJUNS. SKEEN (and CURLIN) rapidly replacing ice hockey, now a Slavic game.

SQUEER. Indicates an unusual quality, e.g., in price, as in SQUEER SMUCH. May also express uncertainty, as in SQUEER LOOK WOSSUP?

STEWNECK. Reason for higher education.

The glossary ended with the following rhyme: "Squeer yknow but sunnier years A Najun histry down a drain, So wairra points sheddin tears When skieer they woss come back again?"

We ull protest. Shot a very good mprehun to give a Centul vizzers. Evbuddy knows Najuns don talk like at. Only Merkins.

From the Scriptures

Paul said: Rejoice in hope; patient in tribulation, continuing instant in prayer. — Romans, 12:12.

Ottawa Offbeat

Her Majesty Is Not Enveloped In Needless Security Company

By RICHARD JACKSON
Colonist Ottawa Bureau

THE Queen and Prince Philip flew in yesterday for a royal weekend Dominion Day visit and a day at Expo, with the federal government pitching everything in low key.

You don't hear so much this time of security. And how different this is from three years ago when such fantastically elaborate security precautions were taken — not entirely successfully, either — against the kinetic terrorism of the kook element in Quebec separatism.

Security is being played in low key against the background of two safety lessons learned in the last royal visit. Lesson One: No matter how sweeping the safeguards may be, the federal authorities simply don't care to take any chances with the Queen in Quebec.

Lesson Two: Regardless of how casual precautions might be, the same officials have found them too elaborate and perhaps altogether unnecessary in the national capital.

Now for Lesson One! In Quebec City in October of 1964, never anywhere in Canada before had security been so massive.

It was three layers thick — the RCMP, the Quebec Provincial and the Quebec City Police.

Altogether it may have been 5,000 men deep. And what men!... especially the Quebec Provincial, mobilized in picked squads, by the then-Quebec justice minister, tough-minded Claude Wagner, in an anti-riot army, uniformed in fluorescent orange slickers and safety helmets and armed with good stout billy-sticks. But it wasn't enough. Hordes of young punks

will they be re-opened. And she'll set foot only on "international" Expo, approaching it and leaving along the St. Lawrence aboard the Britannia. (Anybody think to lay on frogmen?)

In these three years since the last royal visit, it has become fashionable in some federal circles to be anti-Queen and anti-British.

And finally, after night fell, they came in a howling wave down the street in front of the Chateau Frontenac where the Queen was dining with their premier, fought it out, in "pocket riot" after "pocket riot" with the police.

A few heads were bumped, but none broken or even cracked. And then a funny—or not-so-funny thing happened.

When the dust began to settle, who do you remember was blamed for the whole disgraceful show?

The separatist punks, the security-mouthing hoodlums? Don't be silly. They were really "students," as you'll recall, who had been "provoked," then "pushed around," and would you believe it, "brutalized."

The police, of course — and maybe even the Queen who really caused it all by coming to Quebec City.

This time she isn't going to Quebec City — or even to Quebec province — spending only a few carefully insulated hours at Expo which, while occupying three islands in the St. Lawrence just offshore from Montreal, is regarded by Quebec nationalists as an international enclave.

When she goes to Expo, the public will be barred from those pavilions and the areas around them that she views. Only after she has departed

Come September, B.C. municipalities are likely to have a referendum re Bureaucratic public drinking water — namely forced medication. How quickly we forget. How easily we give up our freedom of choice. So what next? City bylaws enforcing a Saturday night dose of castor oil? Or maybe Big Brother will have us all up at 5 a.m. enforcing a seven mile trot around Stanley Park?

(MISS) E. G. YOUNG, Vancouver, B.C.

Time for Restraint

Once again the terrible power vested in big trade unions has been bare.

I am referring to the decision of the New York evening newspaper, the World Journal Tribune, to cease publication because of what management claims as "union harassment" and a new higher wage pattern. As a result 2,500 employees were thrown out of jobs. All but a few top columnists and writers, lucky to have other sources of income, are suffering sudden loss of that very vital weekly pay cheque. They will receive something doubtless out of the International Typographical Union reserve fund for such emergencies.

It makes one wonder why the union heads and management could not have prevented this regrettable closing. The union must have been aware the newspaper was operating with a heavy loss, yet it persisted in its demands.

While the writer is sympathetic toward a union's efforts to better the lot of its members, there must be a time to show restraint, and understanding of management's problems. One cannot help thinking what absence of the weekly pay cheque

will mean to wives and families of the unemployed, the suffering, and worry over meeting living costs.

Having been in newspaper work many years, the writer is aware how costs of publishing have risen. The tragic shutdown of the New York World Journal Tribune points this up, all too forcibly.

C. J. FROWDE, 322 Cadboro Bay Rd.

School of Music

It is in a spirit of deepest appreciation that I write this letter, hoping that all those who made donations to the recent Sale of Used Books organized by the Women's Committee of the Victoria School of Music will read it and accept our grateful thanks. Our success has been made possible by the interest and generosity of these donors and will enable us to increase the number of School of Music scholarships available to talented students of music, which is the object of the endeavor.

Encouraged by the success of this project, we are already planning to repeat the sale next year and hope all who read this letter will keep it in mind when they have books to dispose of. A call to the School of Music is all that is necessary.

MRS. GORDON H. GRANT, President, Women's Committee.

In Paris

British Influence Feared

By NORA BELOFF
from London

THERE are strong indications that President de Gaulle is secretly resigned to letting Britain join the European Common Market after all. But before hanging out the flag, the British should realize that he is also determined to prevent the Common Market from burgeoning into a European political union, in which Britain might wrest the leadership from France.

Returning from a meeting with President de Gaulle at the Trianon Palace in Versailles, the British prime minister, Mr. Harold Wilson, conceded that de Gaulle did not show "much enthusiasm" for Britain's entry. On the other hand, there is no doubt that the president of France went out of his way to give the appearance of friendly relations. There was none of the agonizing suspense which characterized the last meeting at Rambouillet between de Gaulle and Mr. Harold Macmillan in December 1962, just before the president exercised his veto.

Wilson was given to understand that the French would not walk out when the Council of Ministers of the Six began to examine Britain's application for entry in Brussels on June 26. (But France has caused postponement until next October.)

It seems that the president repeated his declared conviction that Britain cannot afford the costs which the Common Market agricultural policy would impose on its balance of payments. He also reiterated the French view that the pound sterling is too frail to permit unrestricted flow of capital between the Six as laid down in the Rome Treaty. Yet he listened quietly to Mr. Wilson's rebuttal of both arguments and heard Mr. Wilson say that with adequate transitional arrangements neither agriculture nor currency are insurmountable barriers to Britain's entry.

Let us leave it to Brussels, was de Gaulle's reply. Once the Six begin examining the substance of Britain's application they are bound to fall out between themselves on whether Britain can afford to become a full member, or whether modifications and special safeguards would be needed which would seriously undermine the coherence of the Community itself.

The five other members will ultimately insist that only Britain can answer these questions, and that means that Mr. George Brown, the British foreign secretary, will be invited to Brussels to put the British case. He is the least responsible of men, and will know how to make it politically very embarrassing for the French to break things off.

If de Gaulle had decided he needed to keep Britain out, it would have been easier to refuse to start negotiations at all—as many of his partners originally feared he might. Instead, he is likely to drag things out as long as diplomatically possible, exact tight economic conditions, but yield rather than expose the Six to another major rumour among themselves. It is sometimes forgotten that last time he said "No" he so angered his allies, notably the Germans, that all progress for which he had striven so hard for political unity under French leadership went into reverse.

This does not mean that Mr. Wilson has succeeded in persuading de Gaulle that Britain is "European" in the Gaullist sense of the term, that is, ready to turn its back on the United States and help build an independent third force between the United States and the Soviet Union. On the contrary, British reactions to events in the Middle East confirm that the opposite is true.

The real clue to de Gaulle's declining determination to bar Britain from the Common Market can be understood only in relation to his determination to prevent the Common Market from turning into a United States of Europe, as its original sponsors had hoped. Already, the president has challenged the community's right to take decisions by majority vote. The organization in Brussels has been partly paralyzed by the French refusal to accept any supranational authority.

A hint of the new French way of thinking was given by the foreign minister, M. Couve de Murville, in his speech to the National Assembly when, for the first time, he publicly conceded that there was no real political coherence between the Six at all, and that Belgium and Holland were politically closer to Britain than to the Continent. The president must have approved, and perhaps inspired, this unexpected pronouncement.

Couve de Murville added that the natural allies were the Continental big three—Germany, Italy and France.

In other words, even if Britain pays the price of getting into the Common Market, it may discover that the Market itself is not the key to a united Europe.

(Copyright 1967)

Facts Belie Revolts in South America

By FRANCIS B. KENT
From Rio de Janeiro

It has come to be virtually an axiom that unless sweeping social and economic reforms are effected peacefully in South America — and soon — the continent will explode in a series of popular revolutions.

Don't bet on it. What is more likely is a continuation of the drift toward stagnation, with the rich getting richer and the poor getting only slightly better off in terms of

what is allowed to trickle down.

The factors working against violent change are many and varied — and quickly apparent to the serious student of Latin American affairs. Among them, not necessarily according to weight, are the following:

● The wealthy minority is no more disposed to relinquish power than it was, say, a decade ago.

● Competent armed forces, for the most part

equipped and trained by the United States, are in better position than ever to discourage or snuff out revolutionary uprisings.

● The radical left, commonly assumed to be the wellspring of revolutionary activity, is in no South American country as robust as it once was thought to be.

Barring a drastic change of attitude at the top, there is scarcely any prospect that Latin America will emerge from the doldrums of distri-

tion and decay. And no such change is in sight.

Among the comparative handful of wealthy families that control the social, economic and political destiny of most South American countries, there is practically no inclination to share the wealth — or the power.

Frozen in history, these oligarchs continue to squeeze every penny from their holdings, to bank their money abroad where inflation can not erode it and to do all they can to evade the tax collector.

Their first line of defence, with few exceptions, is the army. And armies in South America are no longer the rag-tag gangs of semi-reformed bandits they used to be. Today, they are tough and efficient, trained by U.S. officers and equipped with U.S. weapons.

This new military competence has reduced the once-effective street demonstration to little more than a token display of dissatisfaction. It has made life more than miserable for the guerrilla.

It has also been a major source of the old leftist's current disenchantment with revolutionary activity. But armed strength is not the only source of the new weakness on the left.

Castro's bungling in Cuba has driven many former supporters into the arms of Fidel. Bickering over strategy and tactics has split the Communist camp into at least three largely ineffectual factions.

The situation is by no means the same throughout South America. The 11 independent nations fall roughly into four categories:

● Argentina, Brazil and Paraguay. Ruled by army men, none of these three appears likely to have anything approaching true representative governments for years to come, yet the possibility of popular revolution is highly doubtful. Any change will come more probably from within the army itself.

● Chile, Peru and Venezuela. Here the democratic process has fared better, particularly in Chile. But all have huge segments of population living in squalor with little hope for a better future. Organizing these isolated, largely Indian elements into a revolutionary force would be all but impossible.

● Uruguay and Guyana. These two little countries have nothing in common but the fact that neither conforms to a pattern. Uruguay, once known as the Switzerland of South America, is burdened with social legislation it cannot afford and struggling toward a new start. Guyana, granted independence from Britain a year ago, is just learning to walk as a nation. Any outbreak of violence there would not be a revolution but a repetition of the racial civil war that was put down there years ago.

● Colombia, Ecuador and Bolivia. Only here is revolution a threat, chiefly in Bolivia, which in 1952 was the scene of Latin America's only meaningful revolution since the Mexican experience of 1910. Colombia and Ecuador have serious social and economic problems but both have well-trained armies,

equally efficient in the streets and in the mountains.

What we can expect to see is more of the same, with conditions getting neither dramatically better nor dramatically worse.

There will be violence. Heads are broken and men are shot every day in skirmishes that range from the streets of Caracas to the Bolivian Andes. But revolution in the old sense? On the old scale? Not likely.

Haitian Regime Disgusts Diplomatic Corps

'Papa Doc' Tightens Grip

By EUREN SALAKAN, from Port au Prince

The fears that permeate Haiti today under dictator Francois (Papa Doc) Duvalier is reflected in the diplomatic corps here.

The diplomats are not in as grave danger of bodily harm as many of the 4,500,000 people in this Negro nation in the Caribbean.

The terror, bearing heavily on the Haitians because of Duvalier's latest bloody purge of his enemies, is reflected in the diplomats as private disgust for the regime, pity for the people and frustration at not being able to do anything about it.

The gates to the Brazilian embassy, the first of the Latin American embassies to which Haitians ran for asylum, are heavily guarded and routine business is almost impossible. After the June 8 execution of 19 young army officers, disciples of Duvalier's exiled son-in-law, Lt. Col. Max Dominkovic, at least 100 of Dominkovic's friends and aides have taken refuge in the Brazilian, Panamanian, Mexican, Chilean and Argentine embassies.

Latin American diplomatic sources, however, say the ton-ton maoosets (Duvalier's bodyguards) watch closely who goes to the foreign embassies and that Duvalier has applied so much pressure against foreign diplomats that they fear

meeting even socially among themselves "because it could only alienate us more from the regime."

Since 1952, when President Kennedy cut most U.S. economic aid to Haiti because of Duvalier's refusal to accept American supervision of aid programs to halt graft and waste, the United States' policy toward "Papa Doc" has been "cool but correct."

The United States does provide for \$1,500,000 yearly to fight malaria and another \$1,000,000 in food relief. The United States also last year authorized the Inter-American Development Bank to furnish Haiti with a \$3,000,000 loan for improvement and expansion of a medical and pharmaceutical school.

By comparison, from 1954 to 1962 Haiti received \$35,000,000 in aid, or \$12,000,000 a year.

With most of this gone, Haiti, with 4,500,000 people in an area of 10,700 square miles, is the western hemisphere's most densely populated country and also the poorest.

Foreign diplomats in Haiti say Duvalier's recent purge has made him more powerful than ever. "You must realize," said a diplomat, "that Haiti is not really Latin America. It is really Africa, a tribal society, a slave-master class state."

'I'll Die with My Boots On' Says B.C.'s Go-Go-Go-Getter

By GORDIE HUNTER

Philip Arthur Gaglardi, a stocky little man by stature standards, is big in the world of Canadian politics and little of his background, his political history, hasn't been chronicled at one time or another. Here then, the trivia about B.C.'s controversial minister of highways.

The size is five feet, five inches and 175 pounds and there are those detractors who claim the ego is twice as big as the body. "I can only have one square meal a week — I'm fighting the battle of the bulge."

That square meal is invariably a good thick steak, medium well "and it must be top-notch Kamloops beef." Even when talking about his food, he is politicking. He'll top off the main course with ice cream and strawberries and lists no beverage as a favorite, although diet soft drinks get a big play in the summer months.

He drapes the frame with subdued hues of black, grey or dark blue and the cut of the cloth shows good taste. In accessories he is much the same. "Nothing gaudy, but nothing cheap either." His cufflinks, for instance, are made from the bodies of watches, dipped in gold. The gold wrist watch is an Omega.

He's 55 and does not look forward to any kind of retirement. "I'm not the retiring kind either at 55 or 85. I'll die with my boots on."

His fast-driving habits are legend, but he defends his driving at the slightest hint of accusation. "In 42 years of driving I've never been charged with an accident or of being impaired." At last count he figures he's been charged with speeding six times and that he paid fines three times. He does not own his own car, but Chevys are his favorites.

Cigarettes and alcohol are taboo. "I once smoked very heavily and I drank too, but if you're going to do a job, you must keep in good physical condition."

His last vacation was about 30 years ago when he went fishing at Silver Creek. He works seven days a week from six in the morning until midnight. "I work for a living, I don't even own bedroom slippers and never sleep more than four hours at a stretch."

He flies in the government's Lear jet to Kamloops every weekend — the place he calls more fascinating than any

Colonist PROFILES



other part of B.C. "When I first saw it I figured a jack rabbit would have to pack a lunch to head across country or he'd starve to death, but I've grown to love it."

He's a pastor at the Pentecostal Assemblies of Canada Calvary Temple. He got his pastoring ticket from Northwestern College in Seattle, admitting he did two of the three necessary years by correspondence course.

He claims money is of little import to him. "I've turned down at least three opportunities to make a million. I could easily end up a millionaire, but that would be incidental."

The first Christian principle is to serve."

Before hitting the political and evangelical trails, he was at various times a logger, operator and mechanic. "I can take anything apart and fix it. What I couldn't fix, I'd invent."

When he finds time for TV watching he goes for documentaries on the United Nations and frothy things like the Dean Martin, Perry Como and Red Skelton shows. As for open line radio programming, he says he rarely listens.

"Open line radio shows are the most overrated and overrated gimmicks radio people

have been able to invent. I don't think they have any effect, or real benefit to the public, because they touch such a minor percentage in both questions and answers."

His reading habits lean to Time, Newsweek and Life. "I don't read such things as the fables, but give me a book on Einstein's Theory of Relativity and I'd be fascinated by it. Also, anything with a powerful religious connotation."

Football, baseball and hockey are his sports favorites, but he rarely finds time to see any of them. Under pet peeves he lists

socialism near the top. "The philosophy of socialism is predicated on the phoniest pretext there is."

Also, he takes a swipe at the average John Citizen.

"The lack of appreciation in the minds of most people for the fine democratic process we have."

He has had running battles with politicians, civic groups and RCMP but says he holds nothing against anybody. "I'm not a vindictive person — I don't even get satisfaction out of stepping on a bug. I love people and I can't hate."

In the light of this, his view on capital punishment is somewhat surprising.

"I'm in favor of capital punishment when absolute intent is proved."

A Gaglardi family reunion can do a fair job of depleting the pasta supply as 10 of the 12 Gaglardi children are still alive. His own family includes wife Jeanne, sons Bob and Bill and Melody, a young girl more or less adopted by the family.

He has a pilot's license, but it is not up to date.

He rarely dodges behind the "no comment" shield, but is a master at answering certain questions with a lot of words and no answer. Just the facts, ma'am.

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NO PAYMENTS UNTIL LATE AUGUST

PIMM'S No 1
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Gin base

PIMM'S No 5
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Whisky base

both are absolutely delicious!

Ignore the world-famous history of England's Pimm's Cup; don't even give a thought to the old tradition of putting a slice of cucumber or mint in the glass. Pimm's is simply delicious with your favourite light mix. It's too good a drink to miss — summer or winter, for your personal pleasure, or a pleasant Pimm's Party... in large pitchers for serving a lot, or single glasses made one at a time!

DRINK PIMM'S — simply because you'll enjoy the taste of it!

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Divers Discover Roman Fort Under Channel

A Vancouver Island Coach Lines bus will leave North Ward School, near the Colonist building on Douglas Street at 9:25 a.m. each day. It will return to the school at 11 a.m.

They said Wednesday the site, 80 feet below the surface of the English Channel, includes round stones up to two feet across, apparently missiles fired by the fortress's cannons.

Maj. Hume Wallace, leader of the divers, said they discovered what may have been the corner of a city wall with a rectangular citadel. He said the presence of Roman material suggests the site may have been a large town, perhaps belonging to King Cogidumnus, an ally of the Romans, who lived about 100 AD.

MEDAL

CENTENNIAL
1866
1966



**B.C.'S S.S. BEAVER 1866-1966
FIRST STEAMSHIP ON THE
PACIFIC COAST**

**COLLECTORS MEDAL
COMMEMORATING
B.C.'S CENTENARY**

\$3.75 Post Paid

Plus 5% Provincial Sales Tax

HISTORICAL MEDALS

532 Dallas Rd., Victoria, B.C.

**IT PAYS
TO ADVERTISE**

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Judy Lange
Gordon Lange
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Robbie Mitchell
Deborah Mitchell
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Leslie O'Halloran
Darlene Polson
Karen Varley
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Diana Clarke
Marlene Cherry
Laura Cramer
Nell Cunningham
Richard Curry
Archie D'Amico
Cheryl Dixon
Adelle Dumas
Dorothy E. Temple
Brenda du Temple
Shelia Francis
Dorothy Galt
David Gregory
Ruth Gendreau
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Patricia Hailam
Charlene Hilliard
Helen James
Susan Kline
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Stephen Rogers
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Andrea Smith
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BOYS AND G
BUN DEFAT
CLASH 5

Peter Allan
Bill Armstrong
Tony Armstrong
Rick Bayley
Ricky Baker
Chris Bahlaba
Chris Bahlaba
Lorraine Beyer
Romance Beyer
Tony
Leonard Buchner
Donald Buchner
Chris Buckley
Leslie Casey
Brian Casey
Brian Casey
Brian Cownden
Dean Crawford
Dean Crawford
Raymond King
Tony Finlay
Sharon Finlay
Silvia Finster
Russell Forsberg
David Green
Suzanne Gulliver
Georgina Hinde
John Hinde
LARRY Jervis
Debbie Kamm
Debbie Kamm
Leszanne-Gill Mc
Bob McDonald
Leszanne-Gill Mc
Anne McPherson
Malcolm McPh
Malcolm McPh
Joanne Fetch
Jill Peterson
Jill Peterson

Good formula for beating heat food-wise is hefty, green watermelon, like one juggled here by grocer Fred Yee. Ice-cold melon is hot weather favorite for most people.—(Jim Ryan)

POWELL RIVER (CP) — Electricians who walked off the job Wednesday at the \$105,000,000 expansion project at the Jackmillan Bloedel Ltd. pulp mill here were reported back to work Thursday.

The 70 members of the International Brotherhood of Electrical Workers were protesting laying off of a union member.

Details of the settlement were not revealed.

**BELIEVE IT
OR NOT...**

his new, outstanding resort on Vancouver Island's West Coast has vacancies after the July 1st weekend. Maybe there's a credibility gap around Vancouver, after all. The resort is a beautiful place, off (not back from) a beach more spectacular than Walldale or Acapulco? And who would imagine that the luxury and rubies of Wickanishish have a low price tag? The answer is "no, no, no!" Then there's the rumor that the low rates of \$15 to \$18 per person (double occupancy) include all meals. Unbelievable? Try it out. Narrow the field to the Wickanishish Inn, and don't forget all the Wickanishish Inc. — unbelievable until you get there. Write to Robyn Fells, Long Beach, B.C. for information, or if you want to come now, call 604-681-1111.

One on!!
When a fighting white-water steelhead hits, brace yourself for battle. Pound-for-pound you're tangling with one of the world's fightingest fish.

Steelhead country is a man's country, rugged and remote. But it can reward novice or expert with the finest fishing thrill of B.C.'s action-packed outdoors.

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Then celebrate with a thirst-quenching
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Lucky Lager's a bold breed of beer; man-sized; slow-brewed; a big beer in the Western tradition. Grab yourself a Lucky and savour a flavour as big as all outdoors.

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Water safety crew lines up for action

Boat Displays Slated For Island

Latest concepts in small-boat handling, safety techniques and lifesaving methods will be demonstrated on Vancouver Island during July.

The program will be sponsored by the Victoria Fish and Game Association, Labatt Breweries, New Westminster Motor Products and Sangster-Craft Boat Works.

Starting Monday a travelling unit consisting of a station wagon, motorboat and canoe will visit resort areas on the Island and a crew of three instructors and a supervisor will give demonstrations.

RADIO COURSE

The basic course consists of instruction in the rules of the road afloat, how to get in and out of power boats and canoes, to leave and return to a dock, and what to do if a boat tips.

Shore demonstrations feature engine repairs with tips on how to clean sediment bowls, change shearpins, sparkplugs and make minor adjustments.

Three of the staff, William Sangster, Roger Partridge and Peter Ricketts, are members of the Simon Fraser University swim team and will demonstrate mouth-to-mouth artificial respiration techniques.

PROJECT LEADER

Supervisor of the project is David Boiteau, who has conducted similar programs in Manitoba for the past eight years.

There is no charge for attendance at the safety clinics. The summer schedule is as follows: Elk Lake, July 3-4; Beaver Lake, July 5-6; Thetis Lake, July 7-8; Shawnigan Lake, July 10-11; Lake Cowichan, July 12-13; Fuller Lake, July 17-18; Ganges Yacht Basin, July 19-20; Sprout Lake, July 20-21; Westwood Lake, July 24-25; Comox Lake, July 27-28; Melvor Lake, July 31-Aug. 1.



It's a common saying, but a good boatman doesn't DROP anchor. He lowers it with care and deliberation making certain that the anchor line is fastened to the boat, and is not twisted around someone's leg. Learn all the facts of good boating by taking a CANADIAN POWER SQUADRONS piloting course this fall. Get details from

Victoria Power Squadron

Canadian Power Squadron's Course
Address all enquiries to P.O. Box 641,
Victoria

COURTESY

Woodward's
SPORTING GOODS
MAYFAIR

City Woman Writes Prize Story

An adventure story for children, written during a six-month span, has won a \$1,250 first prize for Mrs. E. D. McKenzie, 3815 Merriman Drive.

She entered the book of more than 26,000 words in a national literary competition sponsored by the centennial commission, and won first prize in the English division of the juvenile story section.

Set in a B.C. locale, the story is called Storm Island.

Mrs. McKenzie, who has two sons—Bruce, 11, and Ross, 8—has been writing for some time, but this is her first important prize.

She says her husband Edward, who is a data processor for a paint company, offers her invaluable encouragement.

She had no idea Thursday how the money would be spent.

Thief Grabs Tourist Loot

A thief broke into two cars Wednesday night on the Crest Motel parking lot, stealing about \$500 worth of goods.

City police report said Michael J. Veterneck of Black Eagle, Montana, lost two cameras, a pair of binoculars and clothing, valued at \$425.

Norman Hall lost a radio and binoculars valued at \$65, but the thief overlooked two expensive cameras.

Both cars were entered by smashing the left front window vent.

Abolition Urged In Private Bill

OTTAWA (CP) — A private member's bill that would abolish capital punishment for a three-year trial has been given first reading in the Commons.

A resolution in favor of abolition was narrowly defeated in a free vote a year ago but the government has indicated there may be a similar vote again this fall.

Attacks Athlete's Foot

Fungus responsible for athlete's foot readily soaks up TINACTIN, a new antifungal preparation. Absorption is usually complete. Even tiny traces are attacked, greatly minimizing chance of reinfection. Already proven highly successful, TINACTIN is non-irritating, odorless, non-staining—rapidly soothes and relieves soreness, itching and irritation of athlete's foot. Now available as powder or liquid at all drug counters.

Tinactin

U.S. Patent 3,040,000



Surprise visit to Europe by the Hon. John Gilbey



Entrusting for an unannounced visit to Europe, the Hon. John Gilbey tells of his responsibilities as Gilbey's International Quality Controller.

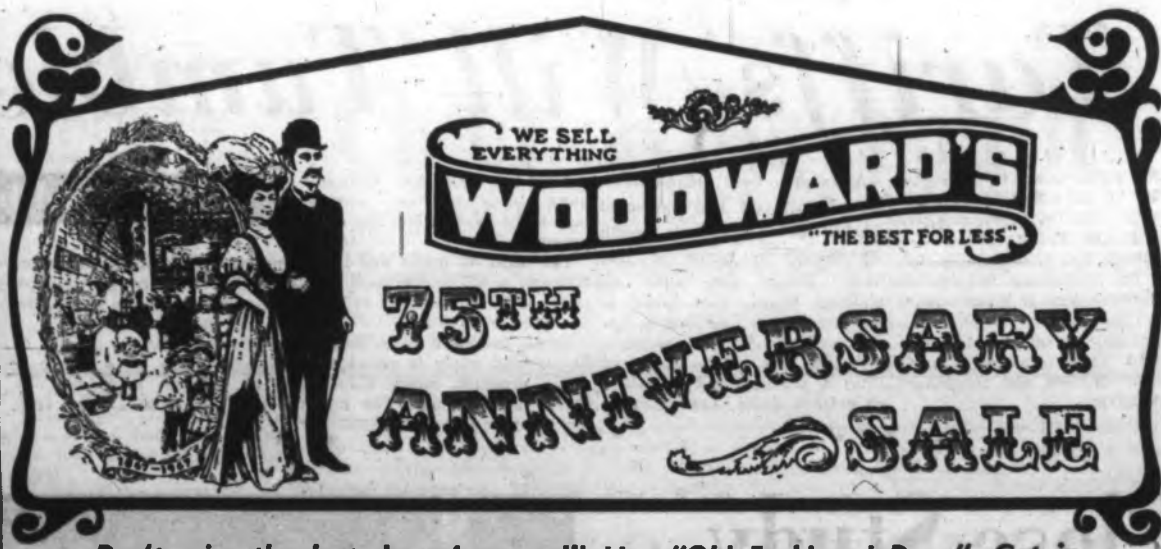
"My gin has been the best gin in the world for no less than 110 years," says the Hon. John Gilbey. "I am going to Europe to make sure that the European Gilbey's London Dry matches the original English standard. I expect to find the subtle flavour that people call...the perfect balance for mixed drinks."

Since Gilbey's International Quality Controller doesn't want elaborate

arrangements made for his European visit, he kept his plans to himself.

Next time you see Gilbey's famous frosty bottle, remember the Hon. John Gilbey and his job as Gilbey's International Quality Controller. When you see the gin with the perfect balance for mixed drinks, bear in mind his proud words: "This is my gin. For no less than 110 years it has carried my family's name. Gilbey's London Dry is the gin with the perfect balance for mixed drinks. And I shall make sure it stays that way."

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Don't miss the last day of our rollicking "Old Fashioned Days." Get in on the fun and games, plus exciting "buys."

Pop it in your pocket and go!

with a
Swops 8-Transistor Radio



... to the beach, to the pool to the park, to the cabin, to the camp. Outside, inside, all around the house, no matter where you go... take a radio! And this little beauty with its big features can be your constant companion. Powerful reception, slide rule tuning, resonant tone, complete with batteries, earphones and case. Unusually low priced, make it yours now, for your on-the-go life!

8.75

SALE PRICE

Woodward's Radios, second floor



Men's Discontinued Styles

FOOT NOTES

Hush Puppies are downright comfortable characters, good sports and real friends to foot-weary people. Treat yourself now to a pair at this low clearance price. Limited quantity. Broken sizes. Shop early.

Clearance Price

8.99

Men's

6.99

Boys'



Men's — Slip-ons or tie-style in sagebrush or regal brown in brushed pigskin.

Boys' — Three-eye ties in brown smooth leather.

—Woodward's Men's and Boys' Shoes, main floor

Ladies Discontinued Styles

FOOT NOTES

Assorted selection of discontinued lines. Choose from several styles and colours. Broken sizes only.

Clearance Price

7.99

—Woodward's Ladies' Shoes, main floor



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Store hours: 9:30 a.m. to 6 p.m. Evening shopping Thursdays and Fridays 'til 9. Closed Mondays.

Tariffs Will Tumble on Forest Products

tariff agreements to be signed today by more than 50 members of the General Agreement on Tariffs and Trade.

Canada has said publicly during the three-year negotiations in Geneva that it is anxious to move toward free trade in forest products, one of the economic sectors where Canada boasts efficient and specialized production.

American duty eliminations on all softwood and hardwood lumber involve exports worth \$384,000,000 in terms of 1966 trade. Duties also come off building board, five items of building paper, pulpboard, paperboard and hanging paper.

Tariffs now in the range of 15 to 20 per cent will be halved on wooden doors, prefabricated

wooden buildings, furniture parts, birch plywood, particle board and wooden building components.

The tariff on maple and birch veneers, a \$27,000,000 item last year, will be chopped to four per cent from eight.

Across-the-board reductions of 50 per cent apply to paper and paper products, worth \$34,400,000 in 1966 exports. The most

important item in this category is book paper and printing paper, which had sales of \$20,500,000 last year.

Common Market tariffs on newsprint, now in a range of 15 to 18 per cent, will be dropped to 12 to 15 per cent, affecting exports worth \$9,000,000 last year.

The market will retain a duty-free quota for \$1,900,000 in wood pulp and drop its tariff to three per cent from six.

Canada sold Japan \$2,000,000 worth of newsprint last year un-

der a 7.5-per-cent tariff. This drops to 5.5 per cent.

The tariff schedule for lumber will be substantially changed to conform to the U.S., keeping free entry on some items and reducing others from present rates of 10 per cent or more.

The duty is reduced to 7½ per cent on wooden floor tiles and oak flooring and eliminated on other wood flooring.

The duty on wood manufactures is reduced to 15 per cent from 20, on some veneers to 12½ per cent from 15 and on other veneers to 10 per cent from 20. Plywood will enter on a 15-per-cent duty, down from 20.

In papers, a reduction to 15 per cent from 22½ will apply to wall papers, wrapping and

coated papers and some other similar papers. The tariff drops to 15 per cent from 20 on paperboard, roofing and shingles of saturated felt, paper sacks and fibreboard shipping containers.

The new rate is 17½ per cent, down from 22½, on paper manufactures. The printing industry will benefit from a reduction on printing papers to 12½ per cent from 22½.

Continued from Page 1

Close Study Demanded By Tories

By RON COLLISTER
Ottawa Bureau

OTTAWA — The Opposition Thursday reeled under the avalanche of Kennedy Round agreements and demanded an exhaustive study before a parliamentary committee.

Trade Minister Winters has agreed to a debate in the Commons, starting today, on the estimates of his department.

But the Opposition complains this is far too rapid a way to deal with such a massive item.

'PROPAGANDA'

"So far," Tory finance critic Waldo Monteith said Thursday night, "Mr. Winters has made a propaganda statement about the agreement."

"But we want to examine the details of this industry," he said.

"In the Commons, Mr. Winters tabled the agreements and promised that everything possible was being done to make Canada's business community aware of them."

PLAY FOR TIME

The Opposition tactic now is to play for time, to absorb the reaction of industry and use it to sign the government.

Tory Jack Irvine said Mr. Winters' speech on the agreements was "a great deal of window-dressing, full of vague generalities, without anything concrete in it."

SOME ASSISTANCE?

"Until we have an opportunity to read the various tariff agreements, we will not know exactly what happened," Mr. Irvine, a London businessman, said he wanted to know what assistance would be given

to firms hit by the agreements.

"I am thinking of the hard-woods business," he said. "And in particular, I question the reason why an automobile manufactured in Canada is sold for less money in the U.S. than it is in Canada."

WAIT AND SEE

Mr. Winters, he said, had claimed that the net result would be lower prices.

"I know he said so in all sincerity, but we will have to wait and see the results ourselves," Mr. Irvine added.

Mr. Irvine said he was concerned that tariff cuts would out-price Canadians out of foreign markets through the extra competition they would create.

PRICED OUT

"We have already been priced out of some foreign markets," he said.

For the New Democrats, Stanley Knowles said he hoped the result would be an increase in the total wealth in Canada.

MUST BE MATCHED

"We wish to make the point, however, that this is useless unless it is matched by domestic policies designed to make sure that the greater wealth will be shared by the people of this country," he said.

Improved trade policies must be matched by improvements in legislation in the field of social security and housing.

ULTIMATE GOALS

"We must see to it," Mr. Knowles said, "that the result is the highest possible standard of living, education, health and security. These things must be the ultimate goals of the Kennedy Round."



Sharp explains, Winters listens

Mineral Industry Reaps Heavy Benefits by Cuts

OTTAWA (CP) — Tariff cuts of 20 to 50 per cent are in store for Canada's export-minded, \$3,000,000,000-a-year mineral industry.

In some cases, where industrialized countries urgently need raw or semi-processed materials, tariffs are going to be eliminated as a result of the Kennedy Round of trade talks.

Canada generally has matched the tariff reductions offered by other countries. Officials say the upshot is that established trading patterns will not be seriously disturbed.

DOMESTIC IRON

The domestic iron and steel industry, which has been critical in recent months of competition from Japan, will likely face still more pressure domestically as a result of reductions ranging from 12½ to 20 per cent in the protective barriers it had worked behind.

However, officials say that equivalent or greater concessions granted Canada in this area by the United States and countries of the European Common Market will offer compensating markets.

TRADE IS HEAVY

Concessions granted Canada by the U.S. involve more than \$200,000,000 worth of mineral sales, based on last year's track.

Tariffs on specialty steels, which represented sales of \$84,800,000 in 1966, are being cut to eight or 10 per cent from 12 or 14 per cent.

In ordinary steels, where the

U.S. traditionally has had lower tariffs, cuts will be to six or eight per cent from nine or 11 per cent.

The U.S. also is eliminating its low tariffs on pig and sponge iron. Canada's exports in these areas were worth \$22,100,000 last year.

ALUMINUM CUT

A 20-per-cent reduction in the tariff on aluminum ingots, to cents a pound from 3½ cents, was agreed on. Sales last year were worth \$174,000,000.

A similar reduction will be made on semi-fabricated aluminum products.

The existing 13-cent-a-pound tariff on copper will be halved, affecting sales worth more than \$100,000,000 last year. The tariff on much of this, however, had been temporarily suspended previously by the U.S. because of a shortage of the red metal.

The existing tariff of 1½ cents a pound on nickel and nickel powders—also suspended previously—will be removed. Canada's sales to the U.S. last year in these metals were more than \$162,000,000.

NICKEL RATE CUT

Nickel plates and sheets will be assessed at a rate of 12 per cent instead of 24 per cent.

The U.S. is eliminating its tariff on cadmium and bismuth and cutting the levy on molybdenum—an increasingly valuable metal used in hardening steels—to 10 cents a pound plus three per cent from 20 cents a pound plus six per cent.

The tariff on molybdenum scrap, also temporarily sus-

pending by the U.S., drops to 10½ per cent from 21 per cent.

Major U.S. reductions in non-metallic minerals will see free entry for cement and lime, worth \$8,300,000 last year. The tariff on cement now is 2½ cents per 100 pounds and on lime 2½ cents per 100 pounds.

Reductions offered by the E.C.M. countries affect \$5,000,000 worth of iron and steel sales last year, chiefly pig iron, hot rolled steel rods, structural shapes, sheets and strips.

Two Programs Changes Staged To 1972

OTTAWA (CP) — Tariff changes in the Kennedy Round of trade talks take effect in stages with completion by Jan. 1, 1972. Aim is to help industries adjust to the greater international competition expected to result.

Two general programs have been worked out by the more than 80 countries that took part in the three-year talks.

ONE FIFTH YEARLY

Under the first, expected to be followed generally by Canada and the United States, countries introduce one-fifth of the total reductions on Jan. 1 each year from 1968 to 1972.

The second provides for application of two-fifths of the total to start July 3, 1970, 1971 and 1972.

SECOND METHOD

Members of the European Common Market, Britain, other European countries and Japan are expected to adopt the second method.

Some of the concessions are to be implemented by Canada in a single step, with the final negotiated tariff rate to be made effective not later than July 1, 1968.

SOME MACHINERY

These will include some types of machinery: cigars, cigarettes, cut tobacco and alcoholic beverages; some tropical products and items for which no established tariff rate is shown in the new schedule of rates.

OTTAWA (CP) — Kennedy Round tariff cuts open new Canadian export opportunities in four-fifths of total world trade and should spark a major industrial expansion boom, two cabinet ministers said Thursday.

Trade Minister Winters and Finance Minister Sharp jointly announced results of three years of negotiations in Geneva by the 41-member General Agreement on Tariffs and Trade, tabling details in the Commons.

Tariff reductions by the other countries make trade terms easier for Canadian exports worth \$3,000,000,000 in 1966.

EXPORTS TO RISE

By the time the tariff cuts are fully in effect in 1972, this segment of Canada's total exports is expected to be much larger.

In return, Canada is cutting duties on \$2,500,000,000 of its imports. This represents more than half of Canada's duty-paying imports last year.

Total commodity exports last year ran to \$10,070,766,000 and imports from all countries reached \$9,868,841,000.

OPPORTUNITY BECKONS

Mr. Sharp said the Geneva talks were the most important trade negotiations in world history and it is "difficult to exaggerate the importance of the potential export opportunities opened up for Canada."

Mr. Winters said the opportunities for Canada are only limited by the competitiveness and dynamism of the business community. He immediately called a special meeting of his export advisory council, composed of leading businessmen, for next Tuesday.

"The Kennedy Round may in future be regarded as the turning point for Canada from a resource-based economy to a major industrial country," Mr. Winters said.

SPECIAL VALUE

Virtually all the tariff items in the duty schedules of the 47 countries were open for negotiation at Geneva. Some 888 foreign concessions were of special value to Canada and this country reduced or eliminated duties on upwards of 1,500 items.

The Canadian concessions become part of this country's "most favored nations" rates of duty. These are the rates applied to non-Commonwealth members of GATT and extended by special treaty to some other countries, such as Russia.

Commonwealth members of GATT give each other special concessions under the Commonwealth preferences, originally established by an Ottawa conference in 1932. These rates are also applied by Canada to some non-Commonwealth members, such as Ireland and South Africa.

About 85 per cent of Canadian exports to Britain enter free of duty and the terms of entry will not be changed by the Kennedy Round.

MACHINERY FAVORED

The biggest tariff cut on Canada's side applied to machinery in general, with accessories, attachments, control equipment and tools. It is in connection with machines. From existing tariffs of 22½ and 20 per cent, the cut is to 15 per cent, effective before July 1, 1968.

An official said that this is a catch-all item under which \$550,000,000 of imported machinery was brought into Canada last year. The tariff is being lowered within the next year to encourage Canadian industrial expansion.

The majority of the tariff cuts are to be introduced in stages by Jan. 1, 1972. Canada gave tariff cuts to its trading partners on industries ranging from lumbering, agriculture and fisheries to sophisticated chemicals. Within metals alone they ranged from pig iron to razor blades.

IN RETURN

In return, Canadian negotiators obtained concessions from other countries that will, for the most part, challenge Canadian exporters to compete for wider international markets.

All the Geneva bargaining was on a multilateral basis. Whatever tariff concessions Canada gave to one country automatically went to all. Whatever concessions any other country gave were automatically available to Canada.

The final results are to be signed by the GATT members in Geneva today.

In addition, the negotiators agreed on the principles for a new world cereals agreement, fixing minimum and maximum prices for wheat and setting up a \$300,000,000 food aid plan for hungry countries.

The World Wheat Council is to meet in Rome July 12 to press for further negotiations on details of the cereals agreement and perhaps bring more countries into it, Mr. Winters said.

The GATT negotiators also agreed on a code of behavior for member countries to curb the dumping of goods at fire-sale prices on world markets.

Mr. Sharp invited businessmen to consult the government on how this can best be done in Canada. Existing anti-dumping duties are imposed automatically, on the basis of a legal determination that goods are being dumped.

WORLD TRADE

Under the new code, an independent body of some sort will determine whether the dumping is actually harmful to some segment of the Canadian economy.

While the negotiators sought to liberalize world trade by cutting tariffs on a quid-pro-quo basis throughout, the Western world they also recognized the needs of less-developed countries.

They granted tariff concessions for tropical goods moving into the temperate countries, while recognizing that the emerging states need some tariff protection against competitive goods entering their territory.

Canada's major interest was in lowering tariffs between the U.S. and Canada. For \$1,000,000,000 of Canadian exports to the U.S. last year, the American tariff was halved. It was substantially reduced or abolished on another \$960,000,000 worth.

FREE FLOW

There is to be free trade between the two countries in fresh, frozen and salted fish, lumber and many agricultural products including apples, turnips, maple syrup. Both countries halved their tariffs on wood manufacturers and pulp and paper products.

The European Common Market, Japan and other trading members of GATT also exchanged concessions with Canada. As a result, the average level of tariffs against Canadian manufactured goods moving abroad will be below 10 per cent.

The Common Market made tariff cuts averaging 30 per cent on Canadian exports that were worth \$160,000,000 last year. Japan reduced tariffs on one-fifth of its purchases from Canada.

Altogether, the official estimated, the tariff reductions Canada is making would have cost the treasury \$120,000,000 if applied last year.

NEW EXPORT OPPORTUNITIES

He added, will enable Canadian manufacturers to reduce costs-per-unit by increasing production for both domestic and foreign markets.

Mr. Winters said the Commons will be given an opportunity today to discuss the Kennedy Round results. They will be embodied in legislation later in the year.

TESTS INDICATE

It has, he said, been immediately assessed.

All other members of the General Agreement on Tariffs and Trade except New Zealand carry out much more elaborate tests, requiring proof that the dumping causes actual damage to their home producers.

GUARANTEES

Specific guarantees incorporating this feature are included in the new code announced Thursday.

This means Canada will have to prepare and pass legislation by July 1, 1968, providing means to determine whether dumped imports are causing or threaten to cause injury to domestic industry.

MEASURING DEVICES

It must incorporate a whole series of measuring devices, covering among other things the competence of the Canadian firms which may be hurt.

Canada will be allowed to assess levies provisionally before investigations are complete, but even at this stage hard evidence of injury must be available.

LEGAL TESTS

Canada applies a series of legal tests to establish that dumping has occurred. When these

But he said no one can estimate what revenue loss they will mean in future years because of the big boom expected in exports, particularly in manufactured goods.

He also said that a seemingly small cut in tariffs can mean a big shift in trade potential. Canadian goods may be going into a foreign market over the hurdle of, say, a 15-per-cent tariff.

A cut to half would bring the tariff to 7½ per cent and this would enable Canadian goods to be sold abroad at markedly lower competitive prices.

Conclusion of the Kennedy Round also offered an opportunity for a general revision of Canada's tariff code. A drastic overhaul of Canadian duties on imports of chemicals was recommended by the tariff board and is being introduced.

MOST ON LIST

Most of the sophisticated chemicals now are listed in the code as subject to a 15-per-cent tariff. Officials said it was agreed at Geneva that the Canadian levy, when finally set, will not be more than 15 per cent and may be less. The final rates are to be set by July 1, 1968.

The majority of Canadian chemicals going to the U.S., which last year totaled \$35,000,000 in value, will enjoy 50-per-cent lower tariffs.

Important features of the protective nature of Canadian tariffs are being retained, officials said. While Canada reduced tariffs on imported textiles by 10 per cent, other countries cut their textile levies by 16 to 20 per cent.

Moreover, a GATT-arranged deal with Japan continues to which that country will restrict textile exports to Canada if they threaten to harm Canadian industry.

MUST WATCH COSTS

The Canadian tariff reductions, particularly on manufactured goods, means that imports will be able to come in more easily. This will force Canadian manufacturers to be more cost-conscious.

Mr. Sharp said: "Our industry will have to be efficient and alert, and pay much more attention to productivity."

Mr. Winters said the reduced Canadian tariffs will mean cheaper sources of supply for Canadian industry and this will improve its competitive position.

The new export opportunities, he added, will enable Canadian manufacturers to reduce costs-per-unit by increasing production for both domestic and foreign markets.

Mr. Winters said the Commons will be given an opportunity today to discuss the Kennedy Round results. They will be embodied in legislation later in the year.

Canadian Levy Ends in 1968

OTTAWA (CP) — Canada's contentious automatic levy against goods dumped in the country for cheap sale will be abolished next year under terms of the Kennedy Round agreements.

By signing an international anti-dumping code, Canada is obliged for the first time to set up economic tests measuring damage by dumping.

IMPACT UNKNOWN

The impact on manufacturers and fruit and vegetable growers is almost impossible to assess yet. But they are concerned that the new terms will allow American exports to cut unfairly into the domestic market.

Canada's existing anti-dumping legislation allows the government to impose an automatic levy against goods entering Canada for sale at prices lower than prices in the exporting country.

LEGAL TESTS

Canada applies a series of legal tests to establish that dumping has occurred. When these

tests indicate it has, levies can immediately be assessed.

All other members of the General Agreement on Tariffs and Trade except New Zealand carry out much more elaborate tests, requiring proof that the dumping causes actual damage to their home producers.

GUARANTEES

Specific guarantees incorporating this feature are included in the new code announced Thursday.

This means Canada will have to prepare and pass legislation by July 1, 1968, providing means to determine whether dumped imports are causing or threaten to cause injury to domestic industry.

MEASURING DEVICES

It must incorporate a whole series of measuring devices, covering among other things the competence of the Canadian firms which may be hurt.

Canada will be allowed to assess levies provisionally before investigations are complete, but even at this stage hard evidence of injury must be available.

Markets Loom in U.S., Overseas

Cheaper Entry for Agriculture

OTTAWA (CP) — Freer access to United States and other foreign markets for Canadian agricultural products, and cheaper entry into Canada of foreign specialty products and out-of-season produce, is promised in the Kennedy Round tariff cuts announced Thursday.

ABOUT \$85,000,000

Of the \$85,000,000 of the \$429,000,000 worth of Canadian agricultural exports to the U.S. last year will be affected by the new tariff cuts as they come into effect by stages until 1972. Some \$28,600,000 of this will be free of

duty, instead of facing a tariff of up to five per cent, and most of the remaining farm products will have their duties halved.

The tariff concessions gained from other countries, particularly the United States, are being reciprocated by Canada in lower import duties. There will be free trade in apples, turnips, maple sugar and maple syrup, berries of various kinds, many grass and forest seeds and hay and straw. Duties are being cut by half on fresh pork and fresh carrots.

IN ADDITION

Out-of-season rates are being reduced or eliminated on many fresh fruits and

vegetables, including brussels sprouts, corn on the cob, parsley, radishes, green onions, apricots, sour cherries and plums.

In the Kennedy Round, as in other multilateral tariff negotiations under the General Agreement on Tariffs and Trade, lower rates of duty granted by one country to another are available to all GATT members.

THE U.S.

reduced its tariff on dairy cattle to 3½ per cent from seven, and this will affect \$5,900,000 worth of Canadian export trade.

The European Common Market countries — France, West Germany, Italy, Belgium, The Netherlands and Luxembourg — reduced the tariff on canned wax beans to 22 per cent from 24, affecting \$2,300,000 of Canada's 1966 exports.

Other E.C.M. reductions were fancy meats, to 12 or 14 per cent from 20; raw tobacco, to 23 from 28 per cent; seed potatoes, to nine from 10 per cent; allow, to free entry from a two-per-cent tariff; sowing seeds, to four and six per cent from five and eight per cent; dried peas and beans, to 4½ per cent from nine, and canned cherries, to 24 per cent from 25.

More Jobs, Industry Ahead With Opportunities for All

OTTAWA (CP)—What do the Kennedy Round tariff cuts mean to Canadians?

For one thing, they are expected to give a renewed push to the country's rapid industrialization, creating more jobs.

For the businessman, they offer a challenge and an opportunity. The challenge is to remain competitive, at home and abroad. The opportunity is to win a share of widened export markets.

Price Cuts Prove Palatable

OTTAWA (CP)—What's your taste in liquors? A little schnapps, mein herr? Or a little absinthe, maitre?

How about dreaming a little about South Sea Islands, waving palms and grass skirts over a touch of arrack?

Or does your taste run to medicinal, pulque, rum shrub, seltzer or tafia?

TARIFF CUTS

All these—and more—will come into Canada at lower rates of duty under the Kennedy Round of tariff cuts announced Thursday.

For the most part the participating countries cut tariffs on beer, whisky and some wines by 50 per cent across the board.

NOT ON ALL

This didn't hold true for all alcohol products. The duty on imported rum from non-Commonwealth countries, for instance, remains the same. \$2 a gallon.

This is to let Canada continue giving a preferential rate to rum from Commonwealth countries, principally in the West Indies.

HEAVY TAX

Moreover, excise and sales taxes, the heavy tax load on liquor, are not changed by the tariff cuts.

But the \$1 tariff on whisky and gin is cut to 50 cents a gallon of the strength of proof. And the \$2 tariff on brandy and vodka is cut to \$1.

CONSUMER?

Whether this means reductions in prices to the consumer remains to be seen. The reductions are to be made by stages from July 1, 1968, to Jan. 1, 1972.

The major cut in the Canadian tariff for alcoholic beverages applies to liquors, to \$1

For the consumer, in theory the reductions should mean some price reductions in the long run. But since most reductions come in stages and are not complete until Jan. 1, 1972, it's too early to assess the full impact.

SOME EARLY

Some price reductions may come a year from now. Canada is committed to reducing tariffs on certain tropical food products not later than July 1, 1968.

Other savings may percolate through to Canadians as further tariff cuts come into effect on items ranging from linen clothes to European and Japanese automobiles.

The round's emphasis on manufacturing is likely to have important implications for the Canadian economy during the next decade.

MORE RESEARCH

It is likely to mean more emphasis on research, education and a skilled labor force and that Canadians will hear a lot more talk about efficiency and productivity.

Despite the reputation Canadian business has for hiding behind a protective wall of duties, major domestic manufacturing opposition to Canada's commitments under the agreement appears unlikely to centre on tariff reductions.

The feeling is that most industries—with the promise of government aid if necessary—will be able to meet increased foreign competition attracted by Canada's tariff cuts of a few percentage points.

LIMITED ANYWAY

If they cannot bring themselves up to that standard of efficiency, the view is that their chances of survival would have been limited anyway.

Instead, most attacks probably will be aimed at the new anti-dumping code that goes with the Kennedy agreement.

The code provides that participating countries must use prescribed economic measures to determine whether goods have been dumped on them and to show that domestic industries have suffered, or may suffer, actual damage.

SPECIAL MEASURE

Canada now uses the so-called automatic anti-dumping procedure under which special tariffs are applied under certain circumstances whether or not the application is economically justified.

Canadian businessmen have long insisted the automatic fea-

ture is essential for protection against quick dumping by U.S. or Japanese manufacturers who want to unload the end of long production runs.

Canada and New Zealand, however, are the only GATT members using automatic anti-dumping duties—a procedure out of step with international thinking about trade.

1968 IMPORTS

Based on 1966 imports, Canada's tariff concessions would mean a drop of \$120,000,000 in revenue.

Theoretically, that would represent the saving to consumers if it all were passed on in the form of lower prices.

In practice, however, much of that is involved in production and many potential savings could be absorbed before they get to the consumer.

Cereals Agreement

More Countries Sought for Pact

OTTAWA (CP)—The government wants more countries to join in a world cereals agreement that sets minimum and maximum prices and earmarks grain for underprivileged countries.

Releasing the broad outline of agreement reached at Geneva for a successor to the 17-year-old International Wheat Agreement, the government said Thursday considerable work remains to be done to put the cereals agreement in its final form.

Firefighting Veteran Retiring

Veteran firefighter Assistant Chief Jack Easton, 3554 Cardiff, retires today after 38 years service with the city department.

With time out for service in the RCAF he has climbed the ladder from rookie to assistant chief. He was appointed to the post in 1963.

During his years of service Mr. Easton has worked under eight different chiefs but there are only two men left on the force who joined when he did in 1927.

Mr. Easton took the job after spending some time at sea. He was looking for a steady shore job. His 38 years of service are adequate testimony that he found what he wanted.

He will spend his first year of retirement on an extended holiday in eastern Canada.

Meeting

● Lions Club of Victoria, Empress, 12:10 p.m.

While Mortally Wounded

Chief Kills Youth

ACTON VALE, Que. (CP)—Police Chief Donald Martin of Acton Vale fatally shot a 20-year-old youth today as he himself was falling to the sidewalk where he died of gunshot wounds.

Chief Martin, 35-year-old father of seven children, was trying to arrest the youth following a high-speed car chase.

Police identified the youth as Ghislain Simard, 20, of this community about 50 miles east of Montreal.

SHOOTING WITNESS

Constable Jean-Louis Merette, who witnessed the shooting, said that after the fleeing car was halted Chief Martin proceeded towards it. Simard fired a .303-calibre rifle twice at the chief from point-blank range, striking him in the abdomen.

"Chief Martin mortally wounded, staggered forward several steps, levelled his service revolver and fired at point-blank range, emptying his gun at his assailant," the constable said.

"The chief fell face down. He was dead." Simard was taken to hospital in nearby St. Hyacinthe where he died an hour after being admitted.

Constable Merette said that about two hours before the shooting he had stopped Simard and another person in the car and taken them to the police station because they had been driving dangerously.

However, they bolted from the station after making a telephone call and fled in the car.

Chief Martin and Constable Merette saw the car again about two hours later and gave chase. They finally cut it off and forced it to a halt.

Chief Martin jumped out of the patrol car and fired a warning shot into the air. He ordered Simard and the other man to surrender.

The second man was being detained by provincial police in Acton Vale. He was not injured in the shooting.

Merette saw the car again about two hours later and gave chase. They finally cut it off and forced it to a halt.

Road Chief Hits Press

VANCOUVER (CP)—Highways Minister Gagliardi said Thursday it's a "pack of bunk" to suggest that newspapers protect democracy.

Newspapers, radio and television, he said, are commercial business institutions.

"Our freedoms, our democracy are not predicated on our wealth but on a concept that each individual has a sacredness about his individualism," Mr. Gagliardi told a service club.

In his wide-ranging address, the minister scored the press for attributing "so many aggressive statements to us in regard to Confederation."

British Columbia, he declared, is not a separatist province. "We are the greatest Confederationists in the whole nation."

"We're the anchor people out here. We like being part of Canada so much we send down all our wealth to help keep it together."

As for Quebec, he said, the people in that province are the best people in the world. "But they are not one particle better than anyone else."

He noted that B.C. had lent Quebec \$100,000,000.

George Clutesi's Book Ready for Second Run

Son of Raven, Son of Deer, a book written and printed locally has proved an instant success.

Within three weeks of publication the collection of 12 fables of the Tse-shah people has sold more than half of the first printing 5,000 copies.

Written and illustrated by painter, poet and lecturer George Clutesi, of Alberni, the

book was printed by Morrison Printing Company of Victoria. Sidney publisher Gray Campbell said Thursday the book will go into a second printing as soon as possible.

"The sale has been fantastic," he said.

The stories, put on paper for the first time, have been handed down in the Clutesi family for at least 400 years.

Manufacturing:

Chance To Expand

OTTAWA (CP)—United States tariff changes announced Thursday, may well give Canadian manufacturers their best chance in history to expand, to specialize and to crack the American market in a big way.

The world tariff negotiations in Geneva have resulted in lower U.S. duties on a range of Canadian exports worth \$1,920,000,000 in terms of 1966 sales. Of this total, manufactured goods make up \$700,000,000 or 36 per cent.

A detailed list shows 168 major categories of manufactures affected. All but a handful will carry duties of less than 10 per cent when the U.S. completes stage-by-stage reductions Jan. 1, 1972.

NO SIGNIFICANCE

Federal officials say the remaining barriers are insignificant, given Canada's advantages in power resources and access to its own raw materials. They suggest that the big reductions, generally 50 per cent, can fundamentally alter competitive situations in North America.

The changes may well wipe out relative disadvantages created by American commercial policy, disadvantages that have distorted Canadian industry, forcing short production runs for the restricted domestic market.

CANADA'S PART

On Canada's part, tariff concessions to the U.S. cover about \$2,000,000,000 of the \$2,500,000,000 worth of imports involved.

The concessions on manufactures will be less strenuous than those of the U.S. generally establishing rates of 17½ to 20 per cent compared with existing levels of 22½ to 25 per cent.



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Investors Blame Scurry Disclosure for Losses

By HARRY YOUNG
Business Editor

Local investment dealers say that quite a few local losses were incurred in the false alarm over the Scurry Rainbow mineral discovery in Northern Saskatchewan.

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favorable among oil investors, and when the copper-nickel-cobalt find was announced by the company June 19, some of them increased their holdings in the fast-rising market.

STATEMENT BLAMED

When trading was resumed in the stock, after the company said it had found nothing of commercial value, all of last week's gains were erased and the stock closed a heavy trading session down \$13 from its pre-suspension high of last week.

Dealers were inclined to blame the reported statement of the Scurry president L. C. Morrisroe that the discovery would prove to be a mine. "We regard this as an irresponsible remark, it is in fact what the president said," commented one dealer. "There is little doubt it was on this assurance that people bought the stock, and now are faced with serious losses."

DEAL IN THE WIND

Rumors of a new deal between Xerox and Rank Organization are said to be the reason for extremely strong buying of shares in the British company on Toronto Stock Exchange in recent weeks.

Rank Organization owns the

flour-milling and entertainment empire built by Lord Rank, as well as 50 per cent of Rank-Xerox, which holds exclusive selling rights of Xerox products outside North and Central America.

On several occasions Rank shares have been the most active industrials on the Toronto Exchange, and the shares have risen from under \$5 to over \$7.

MONEY SUPPLY EASES

After many weeks of increasing interest rates in the short-term money market, the trend changed this week when the Government of Canada 90-day treasury bills sold at a yield of 4.28 per cent. A week ago the average yield was 4.37 per cent.

In line with the greater availability of short-term money, the bond market was also stronger. Some government mid and long-term issues were up one-quarter point.

MORE FOR SHAREHOLDERS

Arden Imperial has increased the quarterly dividend rate on

its A shares from 35 to 17 cents with the first payment at the new rate July 15.

BRITISH PAY MORE

Another increase in the price of petroleum products has been authorized by the British government.

The increase will be about two cents a gallon of gasoline. Power Minister Richard Marsh said the higher price was required to meet the extra costs of bringing petroleum to Britain as a result of the Middle East war.

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It had lengthened tanker routes and freight costs.

PROVO ABSORBED

The shares of Provo Gas Producers disappeared from the stock market lists Thursday following completion of the deal with Dome Petroleum whereby holders of Provo will get one Dome share for each eight Provo shares held.

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12" x 48" x 3/4" 45¢
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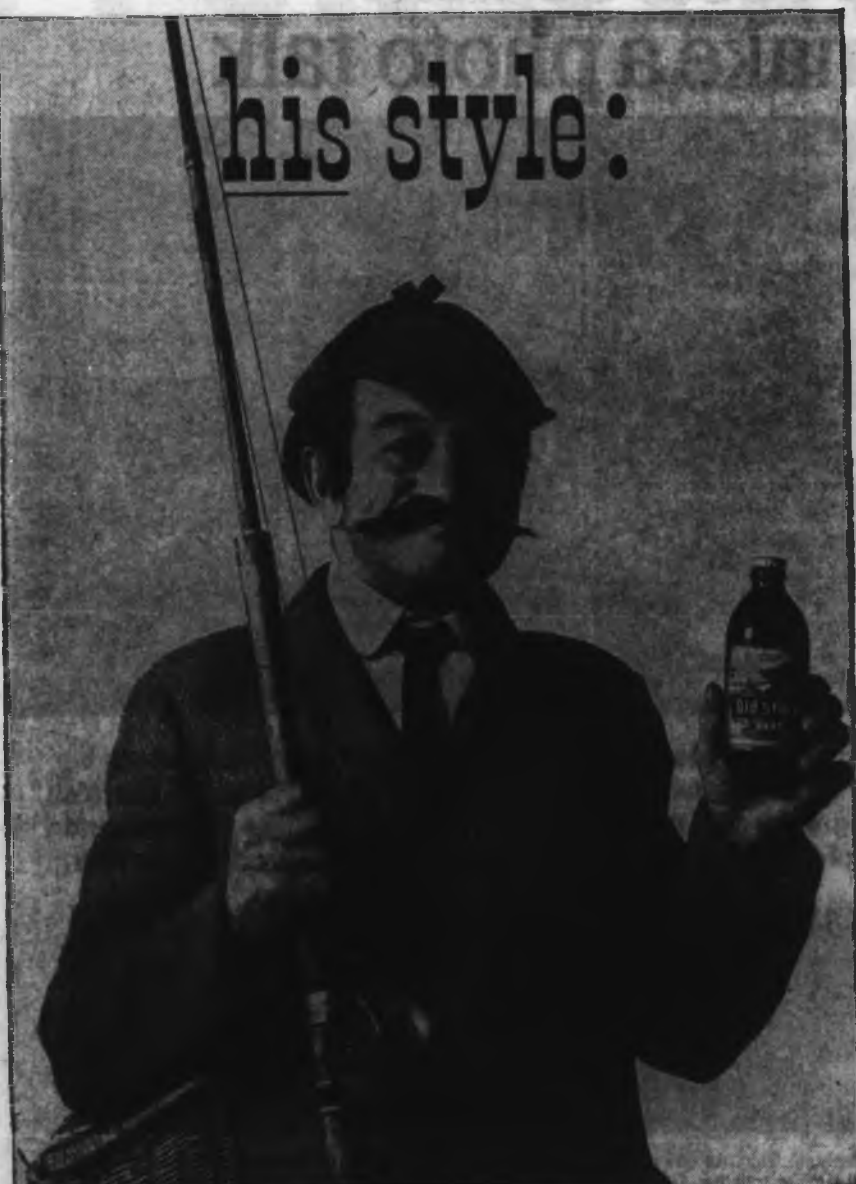
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Hard Battle with Mosquitoes Spices Canoe Trip to Expo

On June 4, two University of Victoria students, Ken McRae, 21, and Geoff Davis, 19, both of Kimberley, plunged their 14-foot plywood canoe into the "high and fast" waters of the Peace River near Fort St. John to begin a 3,000-mile trip by water to Montreal.

Twelve days later, after making from 50 to 75 miles per day they arrived at Fort Chipewyan in north-eastern Alberta, on Lake Athabasca.

The following is their own account of that part of the journey.

By KEN McRAE
and GEOFF DAVIS

We put into the Peace River about noon at Taylor and were beset with an empty, lost feeling for the first few miles on the river. We were overwhelmed by the magnitude of our undertaking.

The river was very high and very fast, and full of driftwood which proved a nuisance to navigation. At the start we travelled about 75 miles per day, since the Peace was easy enough and we could eat our lunch as the canoe floated downstream.

Camp on Islands

Our two biggest troubles so far are strong head winds and mosquitoes.

We try to camp on islands, where there are fewer mosquitoes. When in camp we wear nettings over our heads but the winged creatures take their toll when we do off the nets to eat supper. Before going to bed we have to run several laps around the tent to shake them off our clothing.

The country is very rough and inhabited mainly by moose, deer and bear. We saw



Davis, left, and McRae map trip

a mother black bear and her two cubs. At our approach she sent the cubs scurrying up a tree and stood guard at the bottom.

There is no civilization except for the odd trading post and Indian village.

Small Settlement

We passed through the small settlement of Carey on June 9 and continued on as the Peace slowed its pace considerably, making going much slower.

Next day we used a sail and found it gave us a good rest and was a time-saver.

Making 50 miles a day, we reached Fort Vermilion where we stocked up on grub to help us reach Fort Chi-

peyan. We met a forest ranger who was very helpful.

He gave us advice on the river and showed us a superior sail design which we used with great success on the river. The sailing is tricky in the canoe and more so on a winding river.

Vermilion Chutes was the only stretch of rapids we encountered on the entire Peace River. We took the forest ranger's advice and portaged around them some three and a half miles.

We arrived at Fort Chipewyan June 16. We had been paddling 14 hours into the wind that day and when we reached shore a young couple invited us to stay at their home. They have been very

generous and a great help, as have all the people we met in Fort Chipewyan.

Still Ice-Plugged

It was then we found that most of Lake Athabasca was still ice-plugged, so we decided to change our route to a more conventional one for the next 600 miles. We will work south, up the Athabasca River to Fort McMurray and then on up Clearwater River to the Churchill River via a 13-mile portage.

We changed the route out of necessity and, although it will be a quicker, easier route, we do not feel the least discouraged. On our 4,000-mile trip, this is only a detour.

L. J. Wallace Tells Belmont Graduates

Teenagers 'Best Crop Ever'

Canadian high school graduates, leaving school in a historic year, are the best crop of teenagers ever produced, deputy provincial secretary L. J. Wallace said Thursday evening.

He made the statement before the graduating class of Belmont Senior high school which held its recognition ceremony Thursday night. There were 84 in the class.

"Because I know your generation — or I think I do — I am confident that you will come through," said Mr. Wallace.

GOOD CROP

"There is growing evidence that the current crop of teenagers is the best-educated, most alert, and most articulate ever produced."

"There is no evidence whatever that the proportion of misfits or so-called delinquents is any greater than it has ever been before."

"Broadly speaking, your experiences, your awareness of the world about you, your curiosity, your determination to find new truths and values, are greater than ours ever were."

66 YEARS AGO

Mr. Wallace, who noted that his parents were married 62 years ago Thursday in Metchoy's St. Mary's Anglican Church, predicted that the next generation to graduate from Belmont High will face a different world.

"... This 100th anniversary of Canadian Confederation is more than just a centenary," he said.

"It is an epoch in our social history, a year in which we may be experiencing true nationhood for the first time."

BANQUET FIRST

The ceremony in the high school followed a banquet at Royal Colwood Golf Club sponsored by the Belmont-Elizabeth Fisher High Schools Association. Mr. Wallace's talk was preceded by the valedictory address delivered by Rick O'Dell.

Awards presented: IOOE citizenship trophy, Dan Meakes' staff proficiency award, Ellenor Graham; Centenary Cup for outstanding effort, Joanne Anderson. Bursaries and scholarships:

Green Shield Challenge Shield Fisher High Schools Association the \$150 Souke District PTA and bursary, and South Van Isle awards of \$100, Susan Harper, Counsell award, and the \$50 Lions \$300 award, Dennis Julia Kitley and Ellenor Bonnie Barrett Memorial Bursary.

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Mrs. Enid Allan, 4627 - 73rd Street N.W., Calgary, Alberta, receives \$1,000 Peter Jackson Cash Award from Peter Jackson representative Mr. W. N. Wallace. Certificates worth \$1,000 are inserted into a number of Peter Jackson packages. Buy a package today — you too can win!

KING SIZE

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Agency Moving to Summer Camp

Children Going to Hornby Island for Five Weeks

Sevensoaks will move its treatment program for 25 emotionally-disturbed children to Hornby Island for five weeks this summer.

The youngsters and 16 child care specialists — psychologists, social workers and so on — will take up residence on Heron Rocks, at the southeast corner of the island, starting July 15.

LIVING EXPERIMENT

James Mair, Sevensoaks' treatment director, said Thursday the children will have access to families living in the area.

"The children will be able to experiment with living with other people instead of living on

an island to themselves," he explained.

They will be in a campsite as guests of Mr. and Mrs. Harrison Brown, Mr. Brown is a retired British Broadcasting Corp. news reporter.

The children will have boats and a kayak and side-trips are planned to Forbidden Plateau and Long Beach on Vancouver Island.

This will be the third year Sevensoaks, a Family and Chil-

dren's Service agency, has moved its children and faculty to Hornby from the Blinkinop Road centre.

This summer's session, however, will be the longest outside of Victoria.

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Butchart Opening

The entertainment season at the Butchart Gardens starts Saturday with performances at 7:30 and 9 p.m. by the Zingari Puppets—their sixth year at the Gardens.

The Grace Tuckey Puppets, also beginning their sixth season, open Sunday with shows at 3:30 and 4:30 p.m.

The 1967 edition of the revue Just For Fun starts Monday, the new orchestral concert series Tuesday and Scottish and Variety nights Thursday.

Drive for Nets

TOKYO (Reuters)—The Japanese Red Cross has started a campaign to collect 20,000 mosquito nets in Japan for refugees in South Vietnam. The campaign is to last until the end of July.

CASH

Mortgages and Agreements
If you have sold your home with a down payment and are carrying the balance on an agreement, make a 1st Mortgage or a 2nd Mortgage with monthly payments, and you would now like to receive your balance in cash, phone 385-6741 or Even. 385-6741 and ask for J. D. SMITH. Immediate cash available for you.

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As the years pass by, the telephone becomes one of the strongest links holding scattered families together. On birthdays and other special anniversaries—on occasions like Easter, Mother's Day, Father's Day, Thanksgiving and Christmas—a long distance call is "the next best thing to being there."



If you travel frequently on business or have to spend extended periods away from home, be sure to arm yourself with a B.C. TEL Long Distance Credit Card. It enables you to call long distance from any phone in the country to any other phone and charge the call to your personal or business account.

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The pleasure of a long distance call remains one of today's biggest bargains. Despite rising incomes and living costs, many long distance calls actually cost less in dollars and cents than 10 years ago. Use Long Distance for all it's worth!

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King Fisherman

Angler Outswims Hefty Salmon

Art Whittaker, 2224 Edgewood Street, catches his fish the hard way, even if it means swimming for them.

He had been meeting with pretty good luck spin-casting from shore at the mouth of Englishman River for salmon.

He hooked into a big one and after playing it for some time, it got tangled in kelp.

ROD WEIGHTED

Mr. Whittaker couldn't budge it, so he took his rod and weighted it down with rocks on shore. Then he stripped to his shorts and swam out to the weed to untangle the line.

After a struggle that lasted 20 minutes, he was able to bring the exhausted fish, kelp and all, to shore.

It turned out to be a 17½-pound spring salmon which considering the battle he had on light casting line, may be in line for the Fish of the Year trophy, awarded for the outstanding catch of the year entered in the King Fisherman Contest.

SPRINGS BACK

After a little bit of a lull the big springs are back at Beecher Bay. Probably the lull was caused by long tides recently.

With shorter and more favorable tides this weekend anglers may meet with better success.

Fly fishermen are still meeting fantastic success with the brown trout on Cowichan River.

Latest entries:



J. Howe, 138 Derby; 17.8. Beecher Head, Strip Teaser; 8. K. Smith, 144 Selkirk; 11.8. Beecher Bay, minnow; Robin Ross, 1118 Chapman; 11.8. Beecher Head, Strip Teaser; W. Rogers, 1313 Anchorage; 9.12. Beecher Head, Strip Teaser; D. Holmes, 825 Admirals; 10.5. Beecher Head, minnow; B. Harvey, 1437 Myrtle; 11.0. 12.10. 4.8. Beecher Head, Strip Teaser; Ron Coate, 1208 Happy Valley; 18.8. 8.4. Beecher Head, Strip Teaser; George Gorton, 788 Burnside; 13.14. Beecher Bay, minnow; Errol McClellan, 1945 Grandview; 13.6. Bedford Island, Flabtail; W. Boniface, 5024 Cordova Bay; 11.8. Beecher Head, Strip Teaser; Ed Whittaker, 4811 Grange; 9.12. Beecher Head, Strip Teaser; P. Johnston, 2871 Scott; 8.8. Beecher Head, Heavy Strip; Gilbert's Beach and Gable Service; Dick Owsa, 1028 Ash; 18.4. Tod Inlet, Strip Teaser; Roy Smith, 638 Pembroke; 18.4. 7.12. 8.8. A. B. Brewster Bay, Dasher and herring strip; E. Hark, Calgary, Alberta; 14.2. 6.6. Boulder, Krippled Minnow and Shiner; T. H. Martin, 7281 Norman; 7.12. Willis Point, minnow; S. Howe, Mendon; 1.8. Willis Point, Krippled Minnow; Nan Carmak, 2627 Dunlavy; 6.5. Sheehy, Boulder, Krippled K; Don Henderson, 2878 Carey; 8.8. Willis Point, Strip Teaser.

George Robinson, Norman Lane; 5.0. Willis Point, Krippled Minnow; Ray Rubin, Beecher Bay; 11.8. Mrs. E. Young, 840 South Shore, Lake Cowichan; 7.12. Sidney, 7.14. Sidney Island, Flabtail.

Lake Trout
 Forbes Lodge; 1.8. 1968 Topaz; 2.0. Lower Campbell Lake, worm; Fred Patton, 205 Mar. Port Alberni; 1.12. Lower Campbell Lake, worm.

River Trout
 (fisher than Redhead or Rainbow)
 Red Robin, 2443 Heather, Duncan; 4.14. 2.0. 1.14. brown, Cowichan River, Ry; Ross G. Davies, Auchinachie Road, Duncan; 6.5. 3.2. 2.7. 2.3. 1.8. 8.1. brown, Cowichan River, Ry; E. H. Butland, Duncan; 7.11. 8.5. 5.13. 3.4. 4.8. 3.14. Cowichan River, Ry; Doug Cunningham, 849 Oliver 1.13. Cowichan River, dry fly.

Rain
 William Beest; Bill Sawyer, Ganges; 2.0. 3.2. 2.8. 9.2. 1.8. 2.2. 1.12. 1.10. St. Mary Lake, Jitterbug, Flabtail, worm; Burt Wams, 1256 East Saanich; 1.13. St. Mary Lake, worm.

Spring (Chinook)

Beecher Bay Marina; D. H. Taylor, 4855 Haro; 24.0. 8.8. Beecher Head, minnow; Edwin Mooka, 1305 Pear; 24.8. 14.8. Beecher Head, minnow; W. Osa, 4791 Timber; 28.8. 18.8. Beecher Bay, Strip Teaser; Lloyd Lusham, 1778 Bay; 28.8. Beecher Head, Strip Teaser; Ed Walenski, 848 Owen; 28.8. Beecher Bay, Super Strip Teaser; Brian J. Small, 1737 Garret; 28.14. Beecher Head, Strip Teaser; Philip A. Hale, 877 Tillicum; 28.3. Beecher Head, minnow; M. Hall, 3888 Cadboro Bay; 28.8. 8.8. Beecher Head, Strip Teaser.

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Mechanics End Mill Holdout

OCEAN FALLS (CP) — The Crown Zellerbach Canada Ltd. paper mill here is back in operation following a walkout by 150 mechanics.

A company spokesman said management and officials of Local 312 of the International Brotherhood of Pulp, Sulphite and Paper Mill Workers will meet to discuss differences over supervisors doing hourly paid work.

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OUTDOORS

with Alec Merriman



In spite of reports of fabulous coho fishing at some places like Deep Bay the fishing on the east coast of Vancouver Island is still pretty much of a hit or miss proposition. The Gulf of Georgia just isn't teeming with bluebacks and coho yet.

Some anglers who claim to be in the know where fish are concerned say: "There is going to be an explosion any day."

Where the fish are, and where they seem to disappear to at frequent intervals is still a mystery, but the fish just haven't been around as they have in recent years.

They were in Deep Bay waters at the weekend in fantastic numbers, far out off Norris Rocks and For a Islet at the southeastern tip of Hornby Island. They were deep — 12 ounces and 100 feet of line took them — and they were snapping wildly. In those waters it was hard to miss.

But at Qualicum Bay and Qualicum Beach, just to the south of Deep Bay, coho have been pretty scarce.

"They are out so far and so deep," says Eve Lumb of Qualicum Bay. "A few have been caught here, but not many. From here they can reach Yellow Rock and Norris Rock, so they go there, and they come back with fish."

Bill Norman in his new guide boat has picked up a few on bucktails off Qualicum Beach and some have been taken off the mouth of the Little Qualicum River.

French Creek fishing has been pretty spasmatic.

Qualicum District Fish and Game Association is keeping fingers crossed for Saturday and Sunday's annual salmon derby, but they are pretty sure of some good catches because boundaries stretch from Deep Bay to Englishman River.

From Claydon's at Nanaimo comes reports of pretty good fishing, especially for good-sized springs which have been taken right in the bay, on strip, two to four ounces of weight and 50 feet of line.

Campbell River area has been starved for coho this week, although it was pretty good in those waters a week ago and just might explode for this weekend.

Last week Corby Corbett of Painter's Lodge told us fishing was pretty good and signs pointed to even better fishing for the coming week. "Well, someone must have shown the report to the fish, and their union decided to show us we couldn't predict their future, because they went on strike this week and fishing throughout the area could only be rated poor, or even lousy," he said.

First tree salmon of the year has come from Campbell River, a 30 1/2-pounder by Preston Read of Vancouver on Sunday. A number of other springs have been taken in Campbell River waters.

Anglers are hoping more favorable tides and cooler weather will improve fishing for the holiday weekend. Commercial coho trolling season starts in the Gulf of Georgia Saturday and this will undoubtedly stir the fish up and scatter them around.

Nanaimo waters and the Boat Harbor, Yellowpoint, Ladysmith area have been pretty good for coho.

The odd spring has been taken in Bamfield waters but that area has not come on yet, although it is the area to watch now for springs in the San Mateo Bay area and for coho at the mouth of Barkley Sound.

Cowichan Bay has been producing pretty good spring salmon for moochers and troopers along the weed line and in front of Skimmer Point. Mac's Squid plugs have been working well with 12 to 16 ounces and 100 feet of line in the evenings. The smaller springs are being taken on four ounces and 65 feet of line on Tom Mack and Henry Smith spoons.

Sanish Inlet has been producing fish as always and they are pretty well scattered all over the Inlet. It hasn't been hot.

The big fish are still to be taken in Oak Bay, Pedder Bay, Beecher Bay and Sooke waters, but the fishing has slowed down considerably, maybe because of long slow tides last weekend.

Pink salmon are showing in the Co-oose area which means it is time to start watching for them at Sooke.

Weekend recreationalists should note that Monday is not a holiday in the woods and forest access gates will be closed on Monday. Otherwise it looks like most gates will be open Saturday and Sunday. In Nitinat area mainline roads to Bamfield will be open, but side roads closed.

Some of the bigger lakes like Great Central, Sprout, Buttle and the Campbell Lakes are producing big, big trout. Cameron Lake, which is little fished, is still producing big browns on lake trolls and spoons. Bass fishing is at its peak.

Fly fishermen are having luck below Ladore and Strathcona dams and in the late evenings on the Cowichan River for browns in the Shutz Falls area with March Brown, Pass Lake, White Tandem wet flies and brown and white bibles.

George Royal Sent To Eastern Farm

VANCOUVER (CP) — George Royal, the most successful thoroughbred to come from a Western Canada breeder, is destined to make his new home on an eastern breeding farm.

The six-year-old bay colt, owned by Bob Hall and Ernie Hammond, will be sent to Valecrest Farms, near Toronto, where his stud fee will be \$2,000.

CLIMAXED CAREER

The son of Dark Hawk and Polly-Bashaw climaxed his career last year with wins in the San Juan Capistrano at Santa Anita, Calif., for \$125,000 in March and the Canadian Championship in Toronto in October for \$50,000.

He was retired after the Washington International at Laurel Md., in November and spent his first stud season at Hall's Emerald Acres Farm in Aldergrove.

Hall, who was in Toronto for the Queen's Plate last weekend, said: "Several owners said if I shipped him down, they would breed their best mares to him."

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Round of 66 Best; Nicklaus Close

Giant Rookie, 24, Leads Open

By W. R. WHEATLEY

MONTREAL (CP) — Tradition held on the first round of the Canadian Open golf championship Thursday with a fledgling in front and the favorites trailing.

Laurie Hammer of Sarasota, Fla., came through with a five-under-par 65 over the Municipal Club course to take the lead.

The 24-year-old youngster, on the tour only 18 months, racked up five birdies, including a 15-footer at the 18th.

GINSBURG, REID CLOSE

Roger Ginsburg of Bel Aire, N.Y., and Steve Reid of St. Louis came along virtually unheralded with 61s and Dave Speckton of San Bernall, Calif., winner of the Colonial Invitation at Fort Worth, had a 61.

Two veterans came in late to join Hammer's pursuers. Arnold Palmer, 37, finished with 67 and Gardner Dickerson of Lost Tree Village, Fla., winner of the Cleveland Open last Sunday, had a 68.

Wall, two over par at the 17th, was satisfied with his score. He intentionally drove short of the green, chipped to 10 feet and three-putted.

UNFORTUNATE

"I'm not going to knock the hole," he said when questioned about the condition of the green.

"It's just an unfortunate situation there; unfortunately that it is at the time of the round where it might decide the tournament next Sunday."

Wall had 31 putts on his round and hit 11 greens in regulation. Jack Nicklaus clipped a stroke from par on each nine to finish with 69 and Arnold Palmer wound up with a one-over-par 72, six strokes off the pace.

The first round of the Canadian Open has often seen neophytes or the lesser known leading the way. They included Ed Mehling, Gibby Gilbert, Hugh Royer and Charlie Coody.

The windup of the Open itself likewise has found comparative strangers the winners. Arnold Palmer himself scored his first PGA tournament win at Toronto in 1955. Other winners, far from favorites, have included Don Massengale, winner last year, Gene Littler, Jacky Cupit, veteran Ted Kroll, Wes Ellis, Jr., and Doug Sanders, in 1956, when he was an amateur.

RIGHT AT PIN

Hammer called his No. 1 iron shot at the 10th hole his starter: "It seemed to get everything off and running." He was in a bunker at the 10th but put his iron shot two feet from the pin and was down for a birdie.

He had 12 short birdies at the 13th and 18th.

Hammer, an unassuming blond giant of six feet, five inches, attended University of Florida and is a graduate of the PGA's players' school.

MISSED ONE PAR

Ginsburg, 28, had his finest round of the year, missing par only once.

Nicklaus missed five putts inside five feet. "I hit a lot of half - sloppy shots but I'm pleased with a 69 in an opening round," he said. "I'm generally not a fast starter."

He said the missed putts were his own work and had nothing to do with the greens.

Palmer said he was worse with his drives than in a long time. His longest birdie of three

Tutvin Bows To Pasarell

WIMBLEDON, England (CP)

Ray Ruffels of Australia Thursday dumped American Cliff Richey, hailed Wednesday as a slant killer, in straight sets in the third round of the All-England tennis tournament here.

The little - known Australian beat Richey 6-4, 6-2, 6-4. Wednesday Richey triumphed over Tony Roche, seeded Australian left-hander, 3-6, 3-6, 19-17, 14-12, 6-3 in one of the longest matches in Wimbledon history.

PASARELL WINS

Meanwhile, Montreal - born Frank Tutvin bowed as expected before Charlie Pasarell, the Puerto Rican who earlier had eliminated defending champion Manuel Santana of Spain and favored Bob Hewitt of South Africa.

Tutvin has lived in Florida for the last few years but plans to return to Montreal. He was the last Canadian in the singles championship.

Pasarell, unseeded in the tournament but fourth ranked in the United States, won 6-1, 6-3, 6-1 in 52 minutes. He had defeated Tutvin twice before in tournaments in the U.S.

TUTVIN DISAPPOINTED

Tutvin, 21, was disappointed that he had failed to put up more resistance.

"I suppose it is something to make the last 30 at Wimbledon," he said. Pasarell was just too strong and I played one of my worst games."

Tutvin, a roommate of Canadian Davis Cup player Mike Belkin at Miami University, plans to play a tournament in Switzerland before going to Canada to compete in the Ontario and Canadian championships.

Petrone Named To National Side

EDMONTON (CP) — Joe Petrone, 20, of Edmonton, has been named to the Canadian national soccer team for the Pan-American Games in Winnipeg, replacing the injured Leighton Davies of Toronto. The team will assemble in Winnipeg July 15 for a week's preparation before start of the games.

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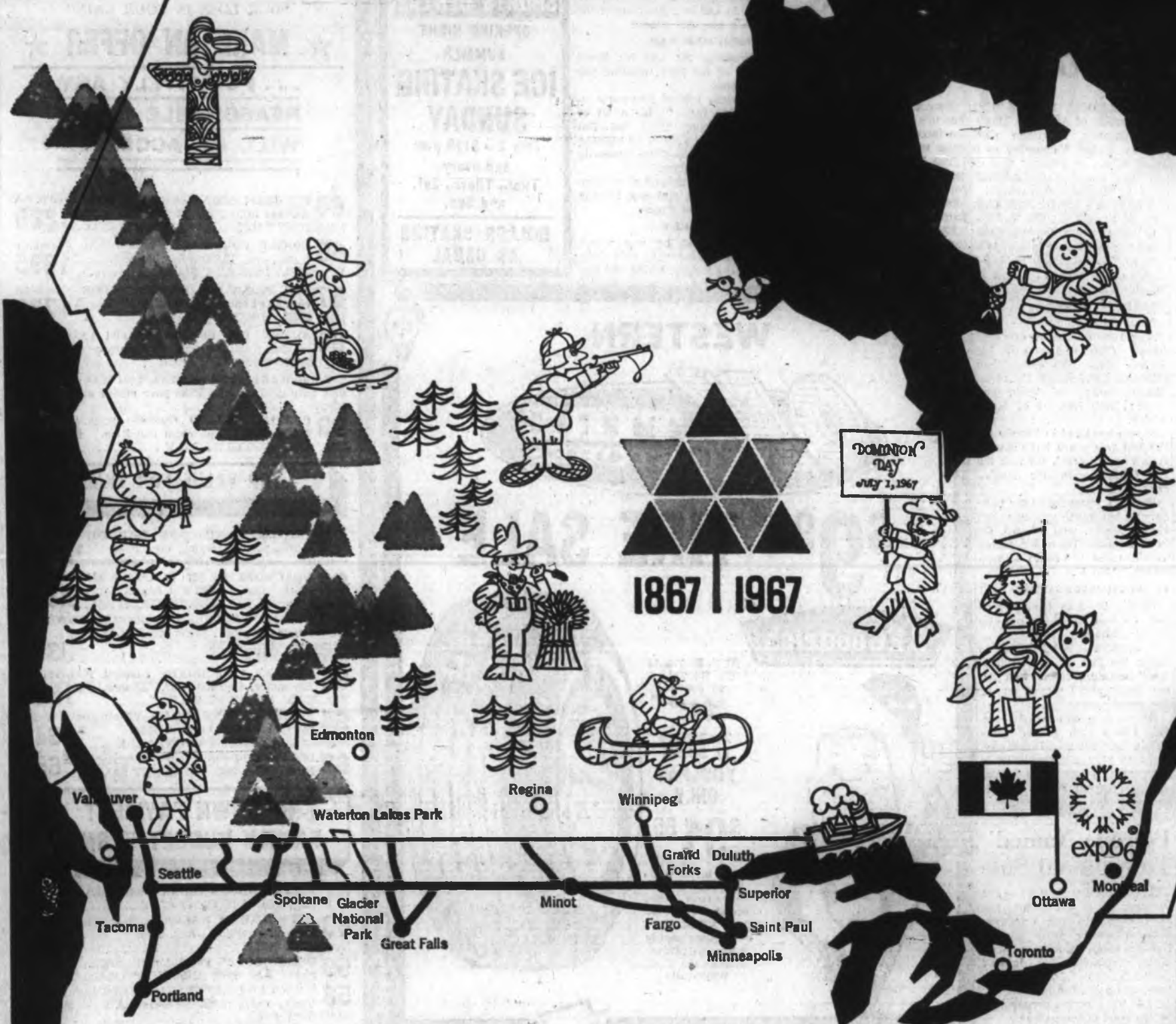
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Canada is a place Great Northern looks up to—not only in the geographic sense, but because we know it from first-hand and daily experience as a proud, unbelievably vast and resourceful nation. Canada is the most! So big and so rich! So strong and youthful! So beautiful! So promising!

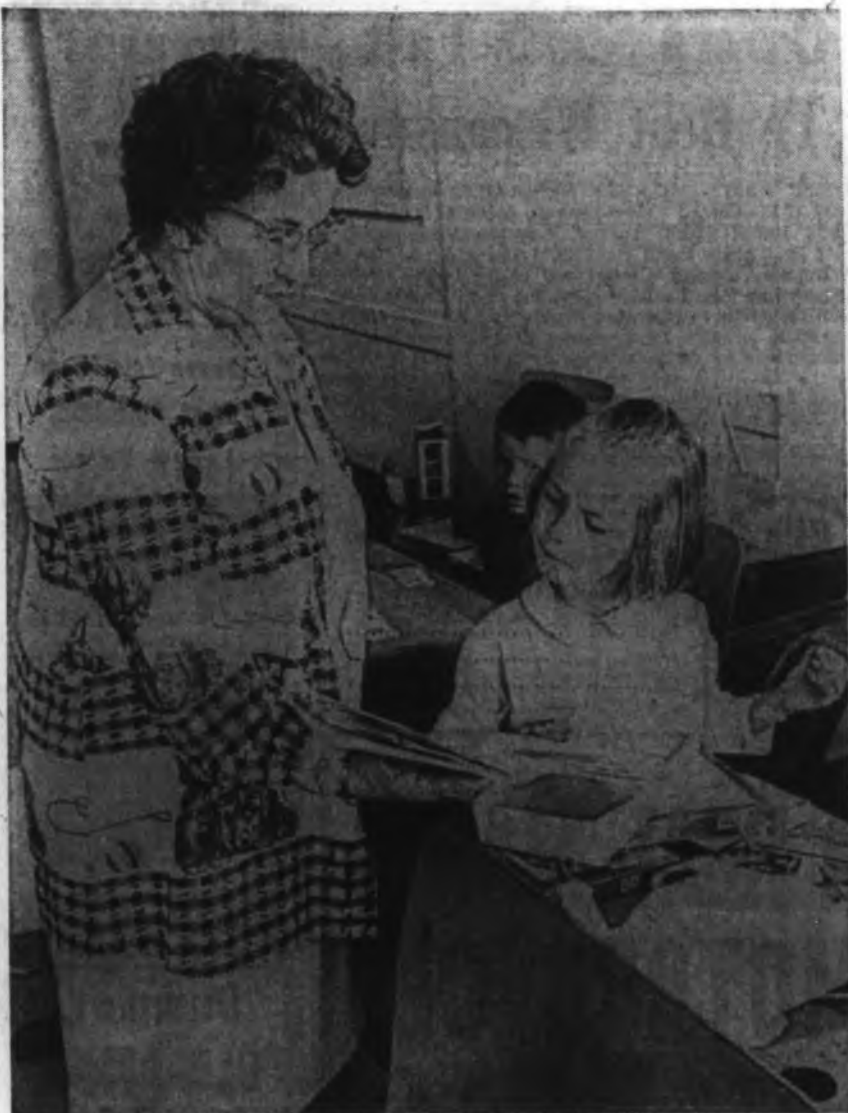
Our involvement with Canada dates back virtually to the beginnings of both Canada's confederation and Great Northern. Our founder, James J. Hill, was born in Canada. Our rail lines first reached Canada in 1873, and today we touch or enter Canada at nine separate points. We enjoy a thriving business with Canada—hauling its forest and mineral wealth to U.S. markets and returning with manufactured products and foodstuffs to meet Canadian needs.

As the northernmost transcontinental railway "south of the border", we are particularly appreciative of the fact that Canada is the largest single customer of the United States, and that the U.S. is Canada's largest customer. Across the world's longest and friendliest international boundary the world's greatest trade friendship has grown, and we Great Northern people are right in the middle of it!

Great Northern suggests this Centennial year is a wonderful time to get better acquainted with our neighboring nation. From British Columbia to the maritime provinces that face the Atlantic, Canada is throbbing with excitement in its 100th year, marked especially by Expo '67, Montreal's spectacular international exposition. We'll be seeing you—in Canada!

GREAT NORTHERN

This message, reflecting Great Northern's pride in its Canadian heritage, is being published this week in daily newspapers along the railway's line from the Great Lakes to the Pacific North Coast. It also will appear in BUSINESS WEEK magazine.



Third Retirement for Teacher

Her third retirement looms for Mrs. A. B. Donald, 72, teacher at preschool class for hard-of-hearing children operated by Vancouver Island Society for Handicapped Children. Here seen helping young-

ster, Mrs. Donald has previously retired from positions as school principal and teacher of retarded children. Society now is seeking replacement for Mrs. Donald when class resumes next fall. —(Henry Frew)

Entries Close July 5

Cariboo Century Trek Attracts Island Riders

Saddle sores and aching muscles will be an occupational hazard for between 20 to 25 Vancouver Island horsemen riding in the centennial trail ride into the Cariboo this summer.

Entries for the event, organized by Victoria's Garden City Horsemen's Club, close on July 5.

Since the proposed ride was first announced early in the year the club has received more than 120 inquiries from all parts of the province, many other parts of Canada and scattered points in the United States.

AUG. 11 START

The two-week trek, scheduled to start Aug. 11, will cover 260 miles of rugged B.C. terrain before ending at Williams Lake in the heart of the Cariboo Aug. 24. There's a \$130 entry fee.

Among Vancouver Island entries signed for the ride are:

President Named By UBC

VANCOUVER (CP) — Dr. Frederick Kenneth Hare, 48, master of Birkbeck College, University of London, England, was named Thursday as president of the University of British Columbia.

The university said in a statement the English-born meteorologist and geographer will not be able to take up his new post until early 1968.

Dr. Walter H. Gage, dean of Inter-faculty and student affairs at UBC, will be acting president until the arrival of Dr. Hare.

The new president succeeds Dr. John B. MacDonald, whose resignation takes effect Friday.

Dr. Hare, author of a widely-used textbook on climatology, The Restless Atmosphere, was the dean of arts and science at McGill University, Montreal, from 1962 to 1964.

Marine Calendar

NAVY
HMCS Yukon-departs Esquimalt 1 a.m. Saturday, arrives Vancouver in p.m.
HMCS Laxton - returns Esquimalt 3 p.m. today.
HMCS Endeavour - returns Esquimalt 4 p.m. July 7.
HMCS Oriskany-departs Sidney a.m. on Saturday.
HMCS Port Quebec-returns Esquimalt p.m. of July 2.

MERCHANT
Cowichan Bay-Les.
Cheraine-Yanakojo
Astoria.
Harmac-Evros.
Boswell-Lake, Silver Creek.
Albion-Slow Caladonia, Truro, B.C.
South March, Atlantic City, N.J.
Methuen Mar.

COAST GUARD
Cassell-in port.
Edwards-at Courtenay.
Douglas-at Pigeon Island.
Hargreaves-at Pigeon Island.
Ready-Bella Bella patrol area.
Stonewall-station Papa.
Quadrant-in this morning at 10 a.m.
Vancouver-in port.

Grand Forks Man Jailed

Courtroom Parade

A Grand Forks man was sentenced to six months in jail on a charge of indecent assault, Thursday, in central magistrate's court.

Magistrate William Ostler agreed with defence counsel Derron Owen-Flood that Wilfred H. Mills had suffered his "own psychological punishment," and would do so for the rest of his days.

Magistrate Ostler also said he felt liquor had been to blame for the "shocking thing" Mills had done.

The offence was committed in Esquimalt and involved a young girl.

A charge of obtaining lodging by fraud against James Henderson of Port Alberni was dropped, although Magistrate Ostler made the complainant pay \$5 court costs, and warned him the magistrate's court was "not a civil court for collecting money."

Henderson pleaded guilty to charges of careless driving and failing to file an accident report, additional charges laid by the Saanich police department.

The evidence showed Henderson had been involved in a rear-end collision at Burnside and Tillicum April 24, and had failed to file an accident report.

He was ordered to file the report and was fined \$45 for the careless driving and \$15 for failing to file the report.

Leonard L. Brant, 710 Cornport, was sentenced to six months in jail on each of two charges — wilful damage and assault occasioning bodily harm — to run concurrently.

The evidence showed Brant, 80, had stabbed a man with a short-bladed pocket knife on Government June 15 in the afternoon, and had been found beside a car on a parking lot that evening. The passenger seat window of the car had been smashed, and a rock wrapped in a sports coat lay nearby.

Crown prosecutor John McIntyre said the accused had a long record, and Magistrate Ostler said his main problem appeared to be alcohol.

A hitch-hiker in whom the wine of kindness flowed found it

costly to play the Good Samaritan.

Patrick J. Clark of 777 Fort, who had admitted to arresting officers he had helped consume two 40-ounce bottles of wine, was fined \$300 on an impaired driving charge and \$25 for driving without a licence.

He said he had been hitch-hiking early Thursday morning and the driver of the car had run it into a ditch.

He said he had simply driven it out of the ditch when he was arrested.

Magistrate Ostler suspended his driving privileges for six months.

Norman Morrison of Chemainus, a 25-year-old university graduate with a beard, found in a car on its side in a ditch on Burnside at 2 a.m. Thursday clutching a half bottle of wine, pleaded guilty to impaired driving.

Morrison said he "would think about getting a job," but would have no trouble raising the \$350 fine. His licence was suspended.

Lloyd E. Ward, 537 West Bay Terrace, was fined \$300 for impaired driving and had his licence suspended.

The evidence showed he was arrested near Colwood by an RCMP patrol after he had been observed weaving along Highway 1-A near Colwood.

In central traffic court, Leo Kozak, 4145 Interurban, was fined \$75 for careless driving. His car sideswiped another on Wilkinson at Carey May 17.

Other careless driving convictions were: Havelock John

Tucker of 3477 Henderson, \$40; Shingler of 1484 Edgeworth, \$35, after a car accident at Cardiff for driving erratically near the and Avondale April 21; Ray Beaver Lake playground June 1.

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STORE WILL BE OPEN JULY 1.

Expo Trip Starts For Kuper Band

The 34 youngsters comprising the Kuper Island Indian band, plus their supervisors, boarded an Air Canada Viscount Wednesday to begin the most exciting trip of their lives.

They'll see Expo, meet Mayor Jean Drapeau, and on July 3 and 4 will march as Band of the Day at the big exhibition.

The trip climaxes almost two months of disappointment, then hope, as the band was informed that although official help it was promised had vanished, other help was coming from many sources.

With financial aid from students at S. J. Willis school, the Bank of Nova Scotia, the Knights of Columbus, the provincial government and Air Canada, the band was able to add to its own money raised to bring in more than \$10,000, enough to take them to Expo, and then some.

Are "Innocent Games" Wrecking Your Marriage?

When performed with finesse, the game of "harmless" marital flirtation can be gallant, charming and satisfying... it may even be a safety valve needed to preserve a marriage. But... it can also trigger an explosion of jealousy that could wreck a marriage! The July issue of the Reader's Digest features an outspoken article which reveals the real danger inherent in playing "innocent games" in married life. It also gives the unwritten rules every couple should follow to prevent flirting from developing into an uncontrollable affair. It's in July Reader's Digest — now on sale.

Sewage System Moves Nearer

Negotiations have begun on plans to give North Saanich its first sewage system.

Reeve J. B. Cumming says council is negotiating with John Dean Park officials for establishment of a system to serve the planned 400-lot subdivision near Mount Newton.

With Camaro's features- at Camaro's price- that other low priced North American sports car is left standing!



Facts are facts. There are two low priced North American sports cars. One of them gives you a lot more value. That one is Camaro.

Camaro's standard six cylinder engine is bigger. It's the GM quality-engineered 230-cubic-inch Turbo-Thrift Six.

Camaro's optional Six is the biggest. Here's a big 250-cubic-inch Six that delivers a full 155 horsepower.

Camaro's standard V8 is the most powerful. You get 210 horsepower with Camaro's Turbo-Fire 327 V8.

Camaro gives you the largest choice of power teams. Engines from a thrifty 140-horsepower Six right up to a power-busting 325-horsepower Turbo-Fire 396 V8. Transmissions include a fully synchronized 3-Speed manual, 4-on-the-floor, a Powerglide 2-Speed automatic for driving ease and a Turbo Hydra-Matic that's both a manual and automatic.

Camaro has the lowest, widest stance and extra-wide tread tires. Hugs the road tighter, corners better, rides quieter, smoother.

Camaro has a beautiful Body-by-Fisher. Built like a strong-box to give you years of rattle-free performance. Styled with smooth body lines to emphasize its sporty, low-slung continental look and silhouette.

Camaro is bigger, roomier. There's more space inside to stretch out and be comfortable. Camaro's bucket seats with exclusive safety back latches are standard. Body-contoured bucket seats give you firm support, solid comfort on even the longest trips. Safety back latches prevent seats from folding forward until you want them to.

Camaro has flush-and-dry rocker panels. Help prevent rust build-up. Make use of water and air from the cowl intake to wash and dry rocker panel interiors. Camaro Pacesetter Sale. Never a better time to buy... during the Camaro Pacesetter Sale. Ask your Chevrolet dealer about the specially equipped, specially priced Camaro Pacesetter cars.

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Phone: 385-8777

Connery's Final Bond Film His Best

By WAYNE THOMAS
Sean Connery's role in *You Only Live Twice*, his fifth and final Bond film, is undoubtedly his best. That's been the case in each

film since he started five years ago. Similarly, this film is more lavish than the others, both in expense and plot, which bears little resemblance to Ian Fleming's creation.
The U.S. and the Soviet Union are on a course set for nuclear war after each has a spacecraft mission tampered with in mid-orbit — the work of Ernst Blofeld's organization, SPECTRE.

With a budget of something like \$10,000,000 (with which producers Broccoli and Saltzman hope to reap \$45,000,000) the film goes overboard with gadgets, gimmicks, sets, and a

general no-expense-spared attitude.
Four helicopters are destroyed by Bond's rocket-firing gyrocopter, assembled from four suitcases.
Photographic director Freddie Young does an excellent job capturing the genuine atmosphere of Japan, and an all-out

effort is made to retain this atmosphere and work it into the role Connery plays.
Broccoli and Saltzman have an uphill battle if they think the

planned On Her Majesty's Secret Service can beat this one — especially without the incomparable Sean Connery.
It's at the Capitol.



SEE BUTCHART GARDENS . . . THE ROSE GARDEN IS SIMPLY SUPERB! . . . ROMANTIC AFTER-DARK ILLUMINATION . . . RESTAURANT—Famous throughout the world. Beautiful beyond description! Reader's Digest has again featured these heavenly gardens, this time in this year's June issue of its big American publication. Plan a special visit to enjoy the rose garden. So lovely, so fragrant! After dark the entire 30 acres are romantically illuminated. Featuring the fabulous Sunken Garden and the Lake Garden with its spectacular "Rose Fountains." World travellers exclaim they have never seen anything so beautiful. Delicious lunches, afternoon teas, served daily 11 a.m. to 5 p.m. in the Flower Restaurant. Visit the Gift Shop. Buy Butchart Gardens seeds of your favorite flowers. Continuous coffee bar service. Admitting gates open daily from 9 a.m. to 11 p.m. Lights off 12 midnight. NOTE: Sparkling entertainment starts Monday, July 3. Every day or evening, July and August. Watch "Entertainment Guide" column for details.

ROYAL LONDON WAX MUSEUM—In the Crystal Garden Swimming Pool building directly across from the rear of the Empress Hotel, a must in Victoria. See over 100 Josephine Tussaud wax figures, direct from London, England. Life size, "They seem alive!" See our new presentation of "Sir Winston Churchill" and our Centennial scene portraying "Rt. Hon. Lester B. Pearson" and "Sir John A. Macdonald," Father of Confederation. See the hall of famous people, the enchanted fairyland, the chamber of Horrors. Open daily 9 a.m. to 10 p.m. Sunday 12 noon to 10 p.m. 388-4461.

FOREST MUSEUM—A best family attraction is closest to home . . . just north of Duncan and it's well worth a special trip . . . The biggest attraction is a mile-long ride through woods and over a lake cove trestle bridge on a real tootin' steam locomotive train . . . "John Mika" — Victoria Daily Times, June 24. Open from 10 a.m. to 5:30 p.m. seven days a week to the end of September. Turn at Old One Spot Locomotive, one mile North of Duncan.

FABLE COTTAGE — Dreamhouse Hideaway becomes visitors' delight! Take advantage of this rare opportunity to visit one of the world's most unusual homes. Situated on beautiful Cordova Bay just off Highway 17, a few minutes from city centre. 5171 Cordova Bay Road. Open daily 10 a.m. to dusk. Guided tours.

FRONTIER "GHOST TOWN"—24 buildings and scenes, 5,000 authentic western attractions. Only 7 1/2 miles from Victoria city center, on Millstream Road off Hwy. No. 1, between Thetis Lake and Goldstream Park. Watch for road directional signs on Hwy. 9 a.m. to dusk daily. Phone 478-2222.

WOODED WONDERLAND—One of the most unusual and delightful family attractions in Victoria. See over 60 favorite storybook characters transform a lush woods into a fairytale forest. Located at Beaver Lake Park, just 6 miles north of Victoria along Hwy. 17.

UNDERSEA GARDENS—See the beautiful and mysterious world on the ocean floor through windows under the sea. Over 3,000 marine creatures in their natural ocean habitat. Special scuba diving shows every hour. Octopus, sea flowers, 9 a.m. to 10 p.m. daily. Oak Bay Marina.

CHARTER—Power and sail, skippered or unskippered by day, week or longer or take an evening, day or weekend sail in a skippered 40' racing cruising sloop. Enquire at OAK BAY YACHTS AT OAK BAY MARINA, 386-8212. **BUNYEN'S HOLIDAY RANCH**—Ride for health on safe horses and ponies, approximately 50 mounts to choose from. Miles of beautiful trails. We cater to all beginners. Ponies for picnics, birthday parties. 478-2022.

SPENCE CASTLE AND ROCK GARDENS—Guided tours 9 a.m. - 9 p.m. daily. A beautifully furnished example of Old Country elegance, set amidst exquisite Alpine gardens. Complete gallery of authentic old paintings. Treasure Hunt Sundays from noon until 3 p.m. with CJVI. **THE OLD FORGE**—Dancing nightly 'til 2 a.m. in luxurious surroundings—one of Canada's top night spots. 24-hour reservation service. Phone 383-8813. Situated at Douglas and Courtney Street.

NATURAL ISLAND LAND BAR-B-QUE — Sat., July 1. Special cruises from Sidney on 61' M.V. Lakewood, \$5.00 return trip. Limited bookings; reservations only. Oak Bay Marina, 386-3445.

THE BEACHCOMBER RESTAURANT—Dance in tropical splendor to the music of Dave Napper with his piano and organ. Tuesday through Saturday, 7 p.m. to 11 p.m. 386-2228.

SPORTS FISHING: OAK BAY MARINA—Canada's only group sports fishing—M.V. Lakewood, \$1.20 per hour. Charter boats and expert guides. New rental boats.

THE ART MARKET—576 West Saanich Rd., on the way to Butchart Gardens. See artists and craftsmen at work. Open 12 noon to 10 p.m. every day.

RED LION INN—Cabaret nightly 5:30 'til 2 a.m. Dancing to the Irv Laing trio. Reservations 385-3368.

Canada Awards 60 Scholarships

ACCRA, Ghana (UPI)—Canada will award 60 scholarships to outstanding Ghanaian students next September in the fields of science and technology. The awards will form part of a continuing Canadian aid program designed to rebuild the African nation's economy and will cover passage, tuition, board and subsistence.

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it's where the HES meet the SHEs
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AN ALL STAR COUNTRY MUSIC SPECTACULAR!
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10:00 - 12 Noon
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Featuring the music of
The Capital City Four
Featuring the
singing voice of Ray
Wheeler, every Friday
8:30 - 12:30 a.m. in
midnight. Celebrate
and entertain your
friends in our friendly
atmosphere. Res. 385-5284

DANCING SATURDAYS

Geo. Krating's Seaview Room Orch.
McMorran's
Cordova Bay Ltd.

DEEP COVE CHALET

Specializing in
• Buffet Lunches
• Dinners
• Afternoon Teas
Dancing Saturday Night with Steve Barclay at the organ.
Closed Monday and Tuesday
RESERVATIONS, 684-2841

REACHCOMBER

Polyester Restaurant
Broughton by Douglas
Brings you . . .
DINING AND DANCING TONIGHT
TO THE MUSIC OF
Dave Napper
at his
Piano and Organ
Tues. through Sat.
7 to 11 p.m.
Complete Dinners
from
\$2.90
LARGE DANCE FLOOR
NO COVER CHARGE
FREE PARKING
PHONE 386-2228
NEWSPAPER ADVERTISING STIMULATES BUYING

CRYSTAL GARDEN PUBLIC SWIMMING FRIDAY

10:00 - 12 Noon
12:30 - 5:00 p.m.
5:00 - 6:00 (Adults Only)
7:00 - 9:00 p.m.

DOMINION WEEKEND DANCING Cabaret Style

Overlooking the shores of Cordova Bay
Featuring the music of
The Capital City Four
Featuring the
singing voice of Ray
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8:30 - 12:30 a.m. in
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GEM THEATRE SIDNEY

"I'll Take Sweden"
In Color
Bob Hope, Tuesday World,
Frankie Avalon, Pina Hurrell
A musical comedy in the land of
Sweden, bikini, and bath houses.
TONIGHT at 7:45 p.m.

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HURRY—ENDS SATURDAY!
Extraordinary Entertainment!
WALT DISNEY presents
Follow Me Boys!
Technicolor
Two Shows
Nightly
7:00 - 9:10
Feature
7:45 - 9:15
OAK BAY
2184 OAK BAY AVE
383-2943
Adults, \$1
Students, 75c
Children, 50c
Golden Age
Members, 75c

ACADEMY AWARD WINNER BEST FOREIGN FILM!
2nd WEEK
A MAN AND A WOMAN
A FILM BY CLAUDE LÉLouch WITH ANOUKE AMÉE
ENTIRELY IN ENGLISH
Two Shows
Nightly
7 p.m. - 9 p.m.
Fox
SQUARE AT MILLERS - 382-1275

MASTER-CRIMINAL! SUPER-SPY!
CHRISTOPHER PLUMMER
ROBERT SCHMIDT
TREVOR HOWARD
GERT FRONZ
CLAUDE RAINS
vs
THERON YOUNG'S
"TRIPLE CROSS"
TECHNICOLOR FROM WARNER BROS.
At 1:25, 3:55,
6:25, 9:55.
Last Comp.
Show 8:55.
Doors 1 p.m.
Royal
JEWELL STREET - 382-1275

Meet Cecil Fox...
"He has a taste for more than money can buy...and that can be dangerous"
JOSEPH L. MANKIEWICZ
"THE HONEY POT"
Children and Golden Age
See
Doors 1:00 p.m.
Feature: 1:15, 2:45,
6:30, 9:15.
Last Show 8:35 p.m.
700 YATES
383-9513

SEAN CONNERY IS JAMES BOND
"AN FLEMING'S
"YOU ONLY LIVE TWICE"
COLOR
CAPITOL
16 FAMOUS PLAYERS THEATRE
...and "TWICE" is the only way to live!
WEEKENDS FEATURES AT
1:15, 4:00, 6:30, 9:05.
Complete Shows
1:15, 3:30, 6:00, 9:35.
(Saturday Only Feature
at 12:30, 2:35, 4:15, 6:45, 9:05.)

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Save on "Hush Puppies" on Sale Friday 9 'til 9!



Discontinued Styles for Men and Women!

2 Styles for Men . . . Popular slip-ons and casual ties in light-weight "breathing" pigskin with cushion crepe soles to cushion and cradle feet in all-day comfort! Choose sage brush or regal brown for your casual and office wardrobe in sizes 7 to 12, medium and wide, and take home a pair in each smart style while these exceptional savings make them such a "buy" Friday! Eaton's Special, pair

8⁹⁹

Shoes, Second Floor



3 Styles for Women . . . Classic ties and easy slip-ons in wild honey and sagebrush pigskin as well as smooth leather ties in desert rust . . . boot-style slip-ons with side elastic come in riverbed pigskin only. Of course you won't find every style in every size and colour, but you'll take home at least one pair in your size, 4 to 11, S.M.L. collectively. Eaton's Special, pair

6⁹⁹

Eaton's Will Remain Closed Saturday, July 1st, Dominion Day. Shop Friday 'til 9 for Holiday Specials!

LOCAL NEWS

The Daily Colonist.

(ESTABLISHED 1858)

CLASSIFIED

SECOND NEWS SECTION

VICTORIA, BRITISH COLUMBIA, FRIDAY, JUNE 30, 1967

PAGE TWENTY-ONE



—Jim Ryan

\$100 Stamp of Approval

Type of windshield sticker required starting Saturday before garages can make repairs of more than \$100 to

damaged vehicles is shown here by Constable Laurie Belfry, city police hit-and-run investigator.

Saanich Welfare Cheques Delayed**Soup and Noodles Holiday**

By NANCY BROWN

With a loaf of bread, a can of soup, and a packet of noodles, a Saanich family of six is preparing to celebrate Canada's centennial.

That's all they have in the house to live on until welfare cheques arrive at the beginning of next week.

Other families are in much the same position as cheques normally expected on the first of the month will be held up because there will be no mail deliveries.

No Money

A mother of two, attending Thursday night's meeting of the Victoria Low-Income group said she had some hamburger and half a loaf of bread in the house—and no money.

"What a way for the children to celebrate their country's birthday," she said.

"I guess I'll make a stew and see how far it will stretch."

She said she had spent all her scanty allowance in expectation of a cheque Saturday.

"Now I find I'm going to wait an extra weekend."

Families from other areas do not face the same problems—in the city cheques will arrive today, they have been assured by city welfare officials.

Budgeted

Others do not normally expect cheques on the first and have budgeted accordingly. "We just don't have enough money to cover these emergencies," said a welfare recipient.

Group president Mrs. Donna Langstaff reported on meetings between the executive

and various officials and government ministers. "We have tried to show them that we can't live on what we are getting but we just can't get through to them."

'Inefficient'

Executive secretary Reginald Clarkson charged Welfare Minister Dan Campbell was inefficient.

"In any other business, the first thing a director does is get professional advice on how to run the business, costs involved, etc.," he said.

"There's nothing wrong with government philosophy, which demands a 'normal healthy living standards' for welfare recipients."

"But Mr. Campbell doesn't even get professional economists or nutritional experts to help him determine rates for the families in need."

He said a mother on welfare was allowed \$25 per month per child.

"The allowance for a foster child is \$65 to \$89 monthly depending on circumstances."

"Mrs. Grace McCarthy, minister without portfolio, told

Mrs. Langstaff that foster parents wouldn't take children unless they were paid, but anyone who has worked with foster families knows that this isn't so.

Not Bought

"Love cannot be bought with a cheque."

A couple over the age of 65 is entitled to \$220 a month pension, but if they are unable to work up to their birthdays they are only entitled to \$125 welfare, Mr. Clarkson said.

"One of the great problems

about poverty is that you can't see it, and people do their best to keep up appearances.

"Once the public finds out what the poor have to go through, they will get fed up and demand a change."

Saanich welfare administrator Mrs. Buntie Marshall said Thursday night she was terribly distressed at the situation.

"I had no idea that the post office wouldn't be open, and didn't know anything about this until late this afternoon when I was told people were phoning in."

Even Stork Will Join Dominion Day Fiesta

From Metchoin to Sidney, Greater Victorians will be celebrating the 100th anniversary of Confederation with gusto Saturday.



Iris

Seen In Passing

Iris Reid admiring hair-dryers . . . (An order-desk clerk at 98 Cadillac Avenue with her husband, Mrs. Her hobbies are sewing and fishing.) . . . Linda Fye wearing galoshes on a mid-summer day . . . Cathy Warwick drinking a glass of orange juice . . . Elizabeth Keefe feeling better . . . Margaret Blanks doing some shopping downtown . . . Pam White moving into a new home . . . Gus Hansen walking uptown . . . Neil Bigelow recuperating . . . Gus Foster trying out a detector . . . Andy Holland and a friend working on their stock car . . . John Wallace taking his children to the beach . . . Charles Richards listening to the radio . . . George Holland arriving in Canada.

YACHT RACE

Yachts will also rendezvous off Sidney for the Sidney to Cadboro Bay race—part of the Pacific International Yachting Association's Regatta.

Sidney Day will start with a 7 a.m. pancake breakfast, and continue with a parade, drill team demonstrations, rolling pin toss for women, nail-driving contest and tug-of-war, as well as children's races.

FLAG EVENT

A flag-raising ceremony at Metchoin Firehall at 1 p.m. will signal the start of Metchoin's celebrations.

A tennis court—a gift from the Metchoin branch of the Royal Canadian Legion—will be opened and five contestants will take part in a queen contest.

SMALL FRY

The small fry will be pitted against the adults in a baseball game between the firemen and the Metchoin Little League team.

In Victoria activities will begin at 9 a.m., with the last scheduled event at 8:15 p.m.

Saturday's Events

10:00 a.m.—British Columbia flag presentation by Premier Bennett, legislative buildings. RCN cruise of waterfront for 100 children.

10:00 a.m.-1:15—Centennial Battle of the Bands final, Centennial Square.

10:31 a.m.—Flypast by RCAF 409 Squadron.

11:30 a.m.—Lieutenant-Governor Pearkes and Premier Bennett open Confederation Garden, Belleville and Menzies.

12 noon—100-gun salute, 5th (B.C.) Battery, RCA, Beacon Hill Summit.

12:50 p.m.—Ceremony at grave of father of Confederation, Hon. John Hamilton Gray, Ross Bay cemetery.

1:45 p.m.—Queen's Own Rifles of Canada parade to City Hall for proclamation by Mayor Stephen, followed by parade to legislative buildings to fire feu-de-jole.

2:00 p.m.—Centennial Train Square Dancers, Centennial Square.

2:30 p.m.—Oak Bay Schools' centennial band concert for senior citizens, Beacon Hill Park.

3:30 p.m.—Victoria Boys' Band and Eileen's Baton Twirlers, Centennial Square.

7:45 p.m.—Centennial Sing-Out Group, Centennial Square.

8:30 p.m.—Centennial Train Square Dance Party, Memorial Arena.

8:15 p.m.—Music at sunset, David Galbraith, tenor; Eleanor Kent, organist, Centennial Square.

Sports

8:00 a.m.—Mammoth lacrosse tournament: pee wee, Hampton Park; novice, Fraser Street; tykes, Stevenson Park.

10:00 a.m.—Tennis tournament, Beacon Hill Park. Softball tournament: Junior boys, Helmcken Centennial Park; 1 p.m., bantam boys, lower Central Park; 3 p.m., Girls, Topaz Park.

12 noon—Cricket match, Vancouver versus Victoria, Beacon Hill Park.

12:30 p.m.—Baseball tournament, Babe Ruth and Colt Leagues, Royal Athletic Park.

2:00 p.m.—Baseball finals, Royal Athletic Park. Little League Baseball tournament, Jaycee's Little League Park.

6:00 p.m.—Baseball, Colt League, exhibition game, Seattle versus Victoria, Royal Athletic Park.

Other Events

From 10:00 a.m.—Start of Rover Scout Centennial Treasure Hunt; five medallions hidden in Central Saanich, Esquimalt, Oak Bay, Saanich and Victoria; \$500 in prizes.

Helium-filled balloon race from Centennial Square; 25c entry, in aid of Boys' Club of Victoria.

Centennial plaques will be given to all children in Greater Victoria area born July 1, 1967.

Pacific International Yachting Association regatta; rendezvous Sidney, race to Cadboro Bay.

Enrolment Drops

Expo is being blamed for a slight drop in enrolment at the University of Victoria's summer school, which opens Monday.

The school had expected to register more than 1,000 students for the first time, but will start lectures with 978, five less than last year.

"We think many teachers have decided to take in the world fair this year instead of doing up more credits," said a UVic spokesman on Thursday. Teachers traditionally make up two-thirds of summer school enrolment.

Finlayson Blaze Contained

Volunteer firefighters worked through the night to contain a five-acre brush fire that flared on the north slope of Mt. Finlayson Thursday afternoon.

Late Thursday night the 10-man crew was digging a fire guard near the summit of the

mountain, which overlooks Goldstream Canyon and the Island Highway.

No homes were endangered by the slow-moving blaze. The fire, first reported at 5:45 p.m., was believed caused by hikers.

Langford fire chief A. E. Levesque, first on the scene with 15 men, said:

"We saw some people moving away from the spot, but we couldn't get them."

The Langford firefighters

drove a 2,000-gallon truck up the mountain but were unable to get near the fire. They turned back and called in the B.C. Forest Service.

The area is lightly treed but is covered with thick, dry brush, said Chief Levesque.

THE DAILY BRITISH COLONIST

June 30, 1867

As a cure for croup wring a linen cloth—cotton will do, but linen is preferable—out of cold water, fold it so as to make several thicknesses, and place it upon the child's throat and chest, then fold a dry flannel and wrap carefully over it. Warm the child's feet—with hot stones if necessary—and cover with plenty of bed clothes and let it go to sleep; you cannot perceive when it wakes up that it has even a cold. It acts like a charm.

The Emily Harris, with coal for Esquimalt, arrived yesterday morning from Nanaimo. The Sir James Douglas steamer towed out the Australian on Tuesday. The Bark is bound for San Francisco with a load of coal.

Boy Slipped in Gorge**Jury Rules Drowning Accidental**

A coroner's jury ruled Thursday night that six-year-old David Glanville of 1054 Tilikum died accidentally.

The youngster died in hospital at 11:35 a.m. June 23 after he was pulled unconscious from the waters near the Gorge Bridge shortly before 6 p.m. the previous day, and rushed to St. Joseph's Hospital's emergency ward by Saanich police.

WITH VICTIM

Saanich detective Harry Adams told the inquest he had interviewed a six-year-old playmate of the boy who said he was with him at the time of the accident.

The boy told him David fell into the water from the walkway leading to the float on the east side of the bridge looking at bubbles in the water.

Detective Adams said the boy said that David had surfaced and had tried to scramble to safety up on the rocks but couldn't make it and disappeared under the water.

ON BOTTOM

Darrell Warren, 141 Homer Road, who dove into the water and pulled the unconscious youngster to shore, said he found him on the bottom in about 12 feet of water.

Pathologist Dr. Garth Walter told the inquest the boy died from a marked swelling of the brain and incipient bronchial pneumonia had been a contributing factor.

The jury ruled the pathologist's findings resulted from the youngster being immersed in the Gorge waters.

Testimony was given that the float and the walkway located

just east of the bridge was in good condition at the time of the accident.

Westbank Chief Here, Seeks Financial Aid

In a final effort to save the Bank of Western Canada from liquidation, president James Coyne came to Victoria Thursday to urge Island investors to buy shares in the bank.

Accompanying Mr. Coyne were R. M. Thomas, president of York Lambert Corp. of Toronto, which owns 50.2 per cent of Westbank shares and also

Tom Brown and Mark Collins of Vancouver, the two B.C. directors on the bank board.

During the day they were introduced to an unnamed group of Vancouver Island businessmen who were invited to purchase part of the York Lambert holdings.

B. F. Tanner, a financial consultant from Toronto, said after the meeting that he was hopeful that when his group had completed its journey through the west it would have sufficient

promises to ensure that all or most of the 433,000 shares valued at \$6,500,000 would be taken up.

Last winter Mr. Coyne precipitated a power struggle within the embryonic bank when he voiced lack of confidence in the eastern interests which controlled a majority of stock.

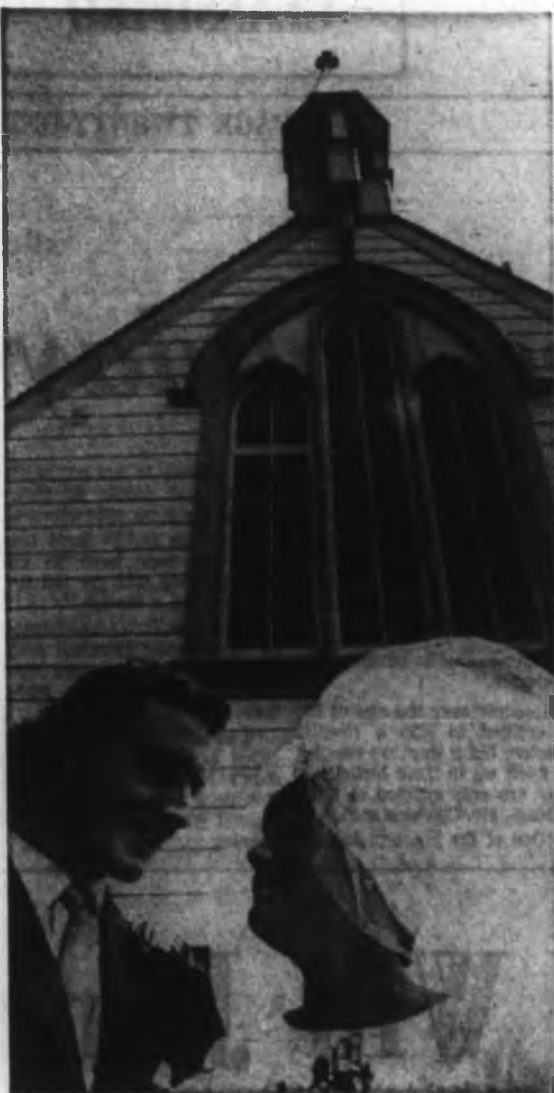
Mr. Coyne won a narrow victory. After that, York Lambert agreed to sell all but 10 per cent of its shares at a price of \$15 a share.

If the shares are not bought by westerners, York Lambert will liquidate the bank.

A difficulty is that Westbank shares are currently selling at \$12 on the open market.



Coyne



Mr. and Mrs. Derek Geoffrey Sidenius who were married in St. Michael and All Angels Church, now are making their home in Prince Rupert.—(Wm E. John)

Bride Carries Orchids

Following their recent marriage, newlyweds Mr. and Mrs. Derek Geoffrey Sidenius left for Prince Rupert where they will make their home. The bride, the former Patricia Margaret Page, is the daughter of Mr. and Mrs. Dudley B. Page, 4055 Zinnia Street, and the groom is the son of Mrs. Harriet Sidenius, Vancouver, and the late Major Geoffrey Sidenius.

Embroidered satin daisies started the floor-length gown of corded silk worn by the bride. Sleeves ended in lily points and the full skirt, styled on classical lines, swept back into a cathedral train. The only jewelry accent to the gown was pearl earrings, gift of the groom. Her veil of silk illusion net misted the length of the train from a coronet of orange blossoms. She carried a bouquet of white orchids and stephanotis, with trailing ivy.

Baskets of white gladioli decorated St. Michael and All Angels Church for the service conducted by Rev. W. Greenhalgh. Organist was Mrs. R. Cleland. Mr. Page gave his daughter in marriage.

Matron of honor Mrs. R. E. Walker, Terrace, and bridesmaid Mrs. W. Spylkma were gowned alike in apricot wild silk. Styled on princess lines, the floor-length gowns featured edgings of nylon ruffles. With trains held at the waist by fabric roses. Their headpieces were fashioned of apricot silk roses and they carried bouquets of talliesman roses and stephanotis in yellow and orange, with trailing ivy.

David Baxter, Calgary, was best man, and ushers were John Mitchell, Vancouver, Charles La Verne, Penticton, and Patrick Settle.

A four-tier wedding cake centred the head table at the reception in the Crystal Room of the Executive House. Keith Dinsdale proposed the toast.

A two-piece dress and coat ensemble in mushroom shade silk, topped with a multi-colored floral hat was the choice of the bride for travelling. Brown accessories complemented the outfit.

Dear Ann Landers: My husband and I are planning a cross-country motor trip. We have two sons, 6 and 8 years of age. Last year we took them on an extensive motor trip and it was a horror. The boys hit each other all the way from Tucson to Chicago.

A neighbor told me that you printed a very good solution to this problem some time ago. I didn't see it, and am couldn't remember the way you worded it. Will you say it again please? — FRACTIONED MOTHER

Dear Mother: I do indeed remember the letter and I am happy to repeat my advice. When kids get bored they love to play, "Let's Aggravate Our Parents." Before you set out on a motor trip, buy plenty of puzzles, crayons and games to keep the kids busy. Make it plain no fighting will be tolerated and that the minute a fight starts, the driver will pull over to the side of the road, both kids will be spanked and the procedure will be repeated as often as necessary.

Dear Ann Landers: Two and a half years ago some relatives borrowed \$2,000 from us for a down payment on a home. They were having a third child and needed to get out of a crowded apartment. They promised to pay us \$125 a month and turn over his Christmas bonuses which usually ran about \$300.

For four months they paid right on the dot. When Christmas came they said they needed the money to clean up some old debts. The next month they said they could not pay the \$125 because they owed on back taxes. For two years they have not said one word about the money they owe us. They have bought new carpeting and a new car. Sunday they announced that they are going to Montreal for Expo 67. The trip is what tipped my husband over. He says they have no character and he wants nothing more to do with them. How do you feel about it? — SKINNED

Dear Skinned: I think your husband's approach is a poor one. He should telephone the relatives and make a date to discuss repayment of the debt.

Sweet Water

NEW DELHI (AP) — Water from a village well in India's Bihar state tasted sweet and residents were puzzled. An investigation revealed a sugar hoarder had dumped his sugar into the well because he feared a police raid.

ART LESSONS

Inquire now about summer classes starting in July, 1967. Lessons will be given as follows:

1. Traditional painting.
2. Semi-modern.
3. Non-objective.
4. Ornamental.
5. Wall murals.
6. Different Techniques.

We arrange Exhibitions and Auction Sales in Art work. Inquire in person at Frederik Priddat's Gallery in the Village Fair, 412 Bastion Square from 9 a.m. to 6 p.m.

It's Ma-ra'ca when you say it. It's miraculous when you taste it.

Maraca Deluxe White Label Rum is dry and light. Maraca Deluxe Black Label is dark and full-bodied. Both go down well with everybody.

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Miss Barbara Corby, formerly with Victoria radio station CJVI, sailed for a holiday in Honolulu aboard the P & O liner Oronsay from Vancouver. Barbara will spend two weeks in the Islands before returning to her home in Victoria.

Lilac and White Wedding Theme

A pearl pendant, originally worn by her grandmother for her wedding, was the "something old" talisman for Lee Carol Mogg when she became the bride of Geoffrey Edward Lavis.

The bride chose a floor-length gown of crepe extending en train. The gown featured lace sleeves and was highlighted with lace trim. Her veil misted to the elbows from a tiara studded with pearls. She carried a bouquet of yellow roses with white gladioli and stephanotis.

Rev. Murray Henderson officiated at the ceremony which united the daughter of Mr. and Mrs. Edward Mogg, 1460 Taurion Street, and the son of Mr. and Mrs. W. E. Lavis of Trowbridge, England. Bouquets of carnations, gladioli, peonies and lilac decorated Belmont United Church for the wedding. The bride was given in marriage by her father.

Matron of honor Mrs. Douglas Baxter and bridesmaid Miss Janet Mogg, the bride's sister, chose street-length dresses of lilac peau d'elegance featuring lace yoke and sleeves. Their headpieces were fashioned of trailing post d'elegance flowers. They carried bouquets of yellow carnations with lilac bows.

Best man was Douglas Baxter and ushering the guests was William Duckworth. A buffet supper was served at the reception in the Taurion Road home of the bride's parents. A three-tier wedding cake centred the lace-covered head table, and arrangements of yellow roses completed the decor. William Wardle proposed the toast to his niece.

A dress in lilac with print jacket was the choice of the bride for travelling on honeymoon to Portland, Ore. White accessories complemented the ensemble.

OPEN FRIDAY NIGHT 'TIL 9 P.M.

**FRIDAY
LAST DAY
Ingledew's
CLEARANCE
WOMEN'S SHOES**

Regular \$15.95 and \$16.95
\$10⁹⁵

Regular \$17.95 to \$20.95
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Regular \$21.95 to \$23.95
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Regular \$24.95 to \$32.95 **\$18⁹⁵**

Ingledew's

749 YATES STREET

sorry, no exchanges or returns at sale prices

Decoration

White Is Safe

By JEAN SHARP
CP Women's Editor

TORONTO (CP) — If you are about to furnish your first home, consider painting the walls white, try to discourage your relatives from giving you an expensive piece of furniture, and remember your living quarters and tastes will probably change.

John Gallop, an architect who specializes as a consultant on interiors, says you should consider the large areas, walls and floors, first. His approach to walls is basic.

"As far as I'm concerned, you only paint walls white. There is no other color to paint them, and saying this is usually a red flag to people.

"People consider this way out, where really it is the safest thing to do. It's not the swiftest approach, it's the cautious approach.

"White gives you the most neutral possible background to do everything else you do. We know almost mathematically that all colors and textures look, I won't say best, but look truest against white. White is no color, it automatically reflects true colors.

"There are people who can do other things, but if you are in doubt, paint white."

CARPET EXPENSIVE

Mr. Gallop says you will probably want rugs for comfort and soundproofing, even if you are lucky enough to have floors in good shape.

"Wall-to-wall carpeting is not a wise choice for your first home because the chances are you won't be there a long time and good carpet is expensive.

"If you can think in terms of area carpets they probably won't cost as much money. And you are likely to be able to pick up something distinctive or a small one that is a real gem, and take it with you."

He suggests steel might be a good choice because it is inexpensive and can be cut up to be used in a small room in another home. If you buy it, he says, you should keep in mind that it won't last indefinitely and is more trouble to clean than ordinary carpeting.

He says a neutral color is the best color for a large rug, too.

For drapes he suggests dress goods which are less expensive than drapery fabric and easier to work with. Broadcloth, denim in a solid tone or contrasting matching type of pattern. Mr. Gallop says will look good and be easy to take care of.

"Everything we're talking about is a make-do. You are going to move, and the final solution hasn't come along, so don't do anything that will be a straightjacket."

"Stay away from definite styles such as Spanish or Chinese. They won't represent

the best value. Put your money in comfort. Styles change and become dated.

"In Canada there is very little inexpensive good-looking furniture made, although there is some coming on the market. The best-looking is imported and therefore expensive.

"If you are lucky enough to find a good-looking heirloom piece, spend money on it rather than spreading yourself thin over half a dozen pieces.

"Put dollars into one piece and supplement it with Salvation Army second-hand that you repaint or refinish.

"Stay away from living room and dining room suites. You'll pay a lot for a related good set

or a little less for a set that's not well made. People feel furniture must be related and good designers realize this isn't so. Good design goes with good design.

"Try not to get stuck with some fine furniture because of well-meaning friends and relatives. It's so good you can't get rid of it and you'll have to live with something you delect.

"Start with things you can change without too much remorse. It's nice to be surrounded with good things, but one of the nicest parts of living is change. That's why people like house plants, they look lovely, and they're always changing."

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Figure Loss Tragic

By ALAN TRENGOVE

MELBOURNE — Australia's greatest authority on feminine beauty is society photographer Athol Smith, a slim, intense-looking man of 53.

Smith recently came into world news when it was announced that his divorced wife, Bambi, would marry the queen's cousin, Lord Harewood, by whom she had had a child.

Bambi Smith has reverted to her maiden name, Patricia Tuckwell. As Bambi Smith she was Australia's leading model, and one of the country's best-known model academies still bears her name.

Athol Smith, who divorced Bambi in 1958, is regarded as a sort of Svengali who can groom gangling girls into poised, beautiful women. In a career extending over 33 years he has photographed at least 30,000 women, including film stars like Vivien Leigh, Elizabeth Taylor and Greta Garbo.

In July he plans to marry for the third time. His bride will be former French model Mrs. Paule Grant Hay, 42, divorced wife of an Australian brewery chief.

When Smith makes a pronouncement on beauty, Australian women give him rapt attention.

"I detest beehive hairstyles, I loathe gaudy makeup, and I think one of the worst tragedies that can befall a woman is to lose her figure," he says.

"If hair is soft and natural you can do a lot with it, but it's impossible to bring out warmth of depth with a head of hair that is lacquered like a hedgehog."

He prefers "smiling eyes to a smiling mouth" because a "lips and teeth" smile easily becomes cheesy.

Of bosoms, he says frankly: "I much prefer the boyish figure. When one thinks about girls like Sabrina, one always feels that when they flop, she'll flop. Nothing behind it, if you see what I mean."

An old schoolmate of Prime Minister Harold Holt (whose official portrait he now takes), Smith is in great demand here to photograph debutantes and society matrons alike. There is a feeling that he can make the plainest woman sparkle.

Asked to define beauty, he says: "Well, it is more than any facial structure. It has nothing to do with any measurement; nothing to do even with age. 'Beauty is personality."



The Last Word—When photographer Athol Smith, shown above with fiancée Paule Grant Hay, speaks about feminine beauty, the women of Australia pay close attention.—(Copley News Service)

femininity. Girls bordering on the interestingly ugly can be more captivating than the chocolate box lovely.

"Let us make an analogy with architecture. A house may have a splendid facade — but its rooms are empty. So it is with some women."

"To me Lauren Bacall epitomizes irresistible femininity. She is not as conventionally beautiful as Grace Kelly, but 10 men out of 10 would choose Bacall."

"Humor is tremendously important and so, of course, is sex appeal. Sex appeal doesn't come from bone structure, from the length of nose or the color of the eyes. It comes from an indefinable look and expression in the eyes."

"When you see it, you forget about measurements."

Smith says he doesn't appraise particular features in women. He's more interested in the over-all effect — just as when he admires a Rolls Royce.

Beauty knows no international boundaries, he says, but Australian girls, who combine the outdoor, Californian-type loveliness with the delicacy of the British, are in the highest category.

As for age ... "A beautiful woman who is growing old and accepts her status retains her beauty."

He says of Elizabeth Taylor: "She is a 'nighttime' woman, as Queen Elizabeth is. They both flower after dark."

But the one woman he will not discuss is former wife Bambi, whose son by him attends school in Melbourne. Smith says he has received four-figure

Robertson-Wilson

Honeymoon in San Francisco

Following their wedding in Christ Church Cathedral last Sunday, newlyweds Mr. and Mrs. James Thomas Robertson left on a honeymoon trip to San Francisco.

The bride, the former Darlene Carol Wilson, wore a gown of white silk styled on A-lines, encased in daisy-patterned lace, fashioned with a full train of similar lace sweeping back from the yoked neckline. A headpiece of fabric lilies held her silk illusion veil which misted to chapel-length. She carried a colonial bouquet of white roses, stephanotis and ivy. For luck, she had a sixpence in her shoe.

The cathedral was decorated with baskets of white gladioli and anemones for the ceremony that united the daughter of Mr. and Mrs. Alexander H. Wilson, 2960 Henderson Road, and the son of Mr. and Mrs. James C. Robertson, 2320 Forbes Street. Dean Brian Whitlow officiated at the service, and Mr. Wilson gave his daughter in marriage.

The organist, Richard Proudman, played "Trumpet Volun-

ten tone were edged with net veiling. They carried colonial bouquets of white chrysanthemums.

Bill Dealey acted as best man and John Ballock, Bill Hillier, and Harold Keep ushered guests to their pews.

At the reception following in Union Centre a three-tier wedding cake, made by the bride's mother, centred the head table. Arrangements of white chrysanthemums, carnations and ivy decorated the room. Bob

Proctor proposed the toast to accessories. A corsage of yellow garnet roses completed the picture.

For travelling, the bride chose a pale green linen dress and cost ensemble which she accented with milkwood-toned

On their return the couple will make their home in Charter House, Michigan Street.

TAKE SPECIAL HOURS

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NOTE! OPEN

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 8:30 a.m. - Midnight

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Owing to popular demand, we will be open on Sundays from 4:30 - 9:30 p.m. during the summer months.

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Shifting gears is like eating sauerkraut. Some people just can't develop a taste for it.

And that's been the trouble with compact imports. The automatic lovers didn't want to shift and the popular small cars didn't have automatics. Not until Datsun put a smooth Borg-Warner automatic transmission into their new 96 hp 1600 sedan.

Now the automatic people really have something. Quick, sure handling; power to climb any mountain road and more comfort than a small car ever gave anybody. Plus 100,000 mile dependability. And they love it.

Looking for a first-class, low-priced automatic? Or a first-class, low-priced standard-shift? Drive a Datsun—then decide.

There's a car in the Datsun family for you: 1300 SEDAN AND WAGON, 1600 AUTOMATIC SEDAN, 1600 SPORTS CONVERTIBLE, 2000 CUSTOM SEDAN AND 8-PASSENGER STATION WAGON

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 129 Third Avenue N., Port Alberni
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Officers Installed

The Soroptimist Club of Greater Victoria recently held a buffet dinner at the Oak Bay Beach Hotel. Installation of officers was conducted by Mrs. Lois Avery, a charter member of the Timmins, Ont. Club, who is now living in Victoria. The speaker was Mr. G. F. Parkyn, whose subject, "Korea, Past and Present," showed a long association with that country, mainly through the adoption of an orphan girl, Won Auk, at 10 years of age.

Other guests included Mrs. Nelba Schappert, president, and four members of the Duncan Soroptimist Club, Mrs. Bert Wallace, president, and four members of the Bremerton, Wash. Club, Mrs. Jane Lowe of Leavenworth, Kansas, Mrs. Ronald Lowe of Shawnee Mission, Kansas, Akl. Mrs. Lily Wilson and Helen Bernies of Victoria.

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JEWELERS

Union Seeking Nichol Release

VANCOUVER (CP)—The United Fishermen and Allied Workers' Union Thursday appealed to the Attorney-General's department to grant bail to UFAWU business agent Jack Nichol, one of three union executives jailed for one year June 19 on contempt of court charges.

A board meeting Wednesday

night, attended by union president Steve Stavens and secretary Homer Stevens, the two other executives already out on \$1,500 bail, said every justification exists for granting bail to Nichol.

Stavens and Stevens were released from Oakalla prison Wednesday after being granted bail pending an appeal against the contempt convictions.

Nichol, however, remained in custody because he was refused bail June 8 after being arrested twice in 12 hours at Prince Rupert, where a dispute from which the charges arose was taking place.

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LADIES' SWIM SUITS

Sizes 10 to 16.

Reg. to \$13.98. SALE

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CUCKOO SPECIALS!

Group 1 — SALE 59¢ to \$1

Children's and Ladies' Summer Hats, reg. to \$2.98.

Men's Socks—Kroy, Nylon.

Children's Beach Sandals, reg. \$1.19 pair.

Children's T-shirts, reg. to \$2.98.

Group 2 — SALE \$2

Ladies' Shirts, reg. to \$5.98.

Ladies' Fetal Pushers, reg. \$2.98 - \$6.98.

Boys' Jac Shirts, reg. \$3.98.

Men's Swim Trunks, reg. \$4.98.

WELCOME SQUARE DANCERS

New Shipment!

SQUARE DANCE DRESSES — \$12.98

From SQUARE DANCE SHIRTS — \$5.98

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From SQUARE DANCE SHIRTS — \$5.98

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Supervision until 5 can be arranged for Grades I to IV.

• Physical Education is a vital part of the programme for every grade.

• Applications accepted now for September 1967.

• You are invited to visit the school.

• Telephone for an appointment or prospectus.

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Headmistress

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Victoria, B.C.



Firm Up to Challenge

When Sisters of Jesus moved to new building in Three Rivers, Que., trucking firm found itself with big problem this week. There were no elevators in building. Rather than carry everything down by hand, firm hired crane and hoisted trailer to each floor where it was loaded through windows.

Bennett Welcomes U.S. Paving Bill

Premier Bennett Thursday welcomed news of a United States Congress bill that would help Canada pave 1,300 miles of the Alaska Highway.

The premier had repeatedly called for Canada-U.S. co-operation to pave the highway, which leads from Dawson Creek, B.C., to Fairbanks, Alaska. The highway is paved from the Yukon border to Fairbanks, but pavement at the southern end stops north of Fort St. John, leaving 1,300 miles of dirt and gravel roadway.

The premier had said that if the highway were paved, B.C. would maintain its portion.

A bill before the U.S. Congress in Washington would authorize the U.S. to pay half the cost of rebuilding and surfacing

the unpaved portion of the road. Total cost of the project is estimated at \$100,000,000.

By Bennett

Accounts Issued

VICTORIA (CP) — Premier Bennett Thursday issued the public accounts for the province of British Columbia for the fiscal year ended March 31, 1967.

It was issued in his role of finance minister and was largely a repetition of the accounts given in his annual mid-year economic review, issued earlier this month.

Total revenue receipts in 1966-67 fiscal year were given as \$731,622,517, an increase of \$74,964,333 compared with the previous fiscal year.

TOTAL COST

Total provincial expenditures were \$625,568,557, an increase of \$49,818,596. The provincial budgetary reserve at March 31, 1967, totalled \$111,872,224, an increase of \$36,032,930.

Total assets at March 31, 1967, were \$1,550,132,878, an increase of \$154,030,413. The provincial surplus (excess of assets over liabilities and reserves) totalled \$1,157,545,904, an increase of \$167,364,709 a year previous.

HEALTH, WELFARE

Total government expenditure on health and welfare was \$228,377,808, an increase of \$27,028,043, or 13.4 per cent. Total expenditure on public education was \$194,228,023, an increase of \$20,850,178.

Cool Weather Helps Forests

By THE CANADIAN PRESS Lower temperatures and higher humidity in most sections of the province have reduced fire hazards and aided firefighters, a forest service spokesman said in Victoria Thursday.

But firefighters worked through the night Wednesday to form earth guards around three fires covering 8,500 acres of timber in the Fort St. John area of northern British Columbia.

Two water bombers and 80 men battled the three blazes. The largest was a 4,000-acre fire near Beaton River, north of Fort St. John.

CHIEF OFFICER

Frank Tarnock, chief protection officer for the Prince George district, said 28 other fires were burning in his district—none of them serious—and the fire hazard in the area remains high to extreme.

In the Prince Rupert district on the north coast, cooler weather and some rain helped bring a 3,000-acre fire under control near Burns Lake.

A forest service spokesman said today the hazard remains fairly high in the area.

TWO FIRES

In the Kamloops district, two new fires broke out Wednesday, but were quickly brought under control. Fifty fires in the district are reported well under control today.

Two water bombers and 30 firemen were needed to bring under control one of the Kamloops' fires.

Firemen were first called in the early afternoon when they extinguished the blaze within an hour.

at Bridgman's

LOVELY LINEN PLACE MATS!



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Mats from Ireland,

95¢ and \$1.25

Mix or Match Napkins,

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Mix or Match Napkins

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Our own direct imports,

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Vancouver Island's largest and most complete stock of children's footwear. Featuring Savages and Packard shoes.

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BUY 1 PAIR

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Try a Molson Canadian

For a lively Centennial project right in your own living room, plunge into a bottle or two of bright, refreshing Molson Canadian. It's the lively, smooth-tasting lager beer from Molson's.



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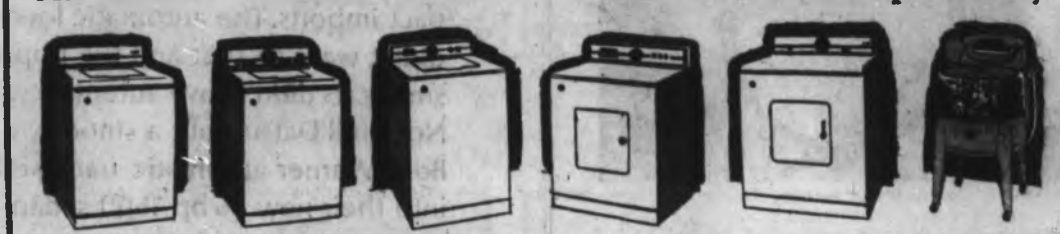
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RIP KIRBY
POGO
MARY WORTH



Garden Notes

It's a Gamble

By M. V. CHESNUT

As I was lunching at my club yesterday, a fellow member joined me for coffee and proceeded to lambaste the living daylight out of me over my recent series of articles on raising perennial flowers from seed, claiming that this is as big a gamble as betting on horse races, for neither the perennials nor the horses run true to form.

He was referring to the fact that seedling perennials do not come true to type. Perennials grown from cuttings or from rooted divisions will have the same habit of growth and the same form and color of flower as the plant from which they are taken. This is because the new plants have only one parent.

With seeds, two parents are involved, and when the "father" or pollen parent is unknown, some rather startling variations may appear in the children. Seeds taken from a clear blue delphinium, for instance, may produce flowers in a muddy purple shade; seeds from a double-flowered plant may bloom with unwieldy single flowers. Dwarf plants may come tall, or vice versa.

My friend is a keen and knowledgeable gardener and his criticism is valid, but what he didn't consider is that these

variations work both ways. There is the chance, of course, that your seedlings may turn out to be a bunch of worthless mongrels, but then again, there is always the possibility that you may produce a flower which is better than either of its parents, or even a color previously unknown in that race of flowers. All the superior named varieties among our perennial flowers started life originally as a seedling.

Personally, I get quite a kick out of this element of chance in raising perennials from seed. Seeds are cheap to buy, and even if you have to discard half your plants as sub-standards, this is still the most economical way of stocking your garden with perennials. In any case, the risk isn't as great as claimed by my fellow club member, for there are established seed lines available nowadays which come at least reasonably true to type.

For instance, you can buy seeds of the Galahad delphinium, and while your plants may not be identical in every way with the original Galahad, the differences could be so slight that only a delphinium specialist would notice them. Galahad, incidentally, is about the best of the pure white delphiniums. Pacific Giant seeds will give you good blues, while delphinium seeds sold under the name Astolat is a blend of

lovely pinks and lavenders, making giant spikes of good substance.

In an earlier article in this series I recommended the McKana columbine as a good perennial to grow from seed, along with the Monarch gaillardia, Iceland poppies, Rimfire and Artists' Glory, and the Shasta daisy Deiner's Double. Another easy perennial which deserves greater use in our gardens is Lychnis, pronounced LIKE-nis, and sometimes nicknamed Scarlet Lightning or Jerusalem Cross.

The older kinds of Lychnis bloomed in a rather harsh brick-red shade, which probably accounted for its lack of popularity, but there is a new strain called Lychnis sarioti with very large heads of bloom in a soft rose-pink shade borne on two-foot plants. This one comes fairly true from seed, blooming in its second year, and is as easy to grow as any annual flower.

I don't think any gardener ever had enough pyrethrum, for these "painted daisies" are beloved by all who grow them. Actually, there is less risk involved in raising pyrethrum from seed than by root division, for these plants are unusually susceptible to failure when the root clumps are dug up and torn apart for replanting. Robinson's hybrids mixed is a particularly good strain of seed.

ERMA BOMBECK Suffers on the Road

Agony's in Getting There

Most women are married to schizophrenic travellers.

At home, he is a gentle soul who thumbs through brochures and spreads maps of North America all over the kitchen table. On the road, he is a maniac who accuses you of misplacing Detroit and blames you for the sucker that joins Ontario and Windsor in sticky wedlock.

At home, he's a reasonable man who plays with the children and occasionally talks to you. On the road, he is sullen, uncommunicative and drives like he's making a commercial for shock absorbers.

At home, he's a breakfast-at-8, lunch-at-12, dinner-at-6 man who insists meals be properly

prepared, properly balanced and dispensed on schedule. On the road, it's like travelling with Gandhi on a hunger strike for world peace!

I am personally convinced that every man is born into this world with a congenital desire to drive from Ohio to Florida in 28 hours, living only on breath mints and anything you can find in the glove compartment. A typical schizoid drives sounds something like this:

Wife: "When are we going to stop to eat?"

Driver: "Oh, is it lunch time already?"

Wife: "No, it's dinner time. For lunch, we had a big orange drink at a service station and have been fed

intravenously on promises ever since."

Driver: "I was hoping we could make it to Futility City before we ate. There's a fantastic Chinese restaurant there. How far to Futility?"

Wife: "My vision is impaired. As closely as I can figure it, it's my thumb nail and half a tongue away. Can't we just stop for a small sandwich?"

Driver: "All right then. The next place you see, tell me." Now pay attention, this is the cute part. You're speeding along at 70 miles per hour. The woman has her head hanging out of the no-draft sniffling out a restaurant like a springer spaniel.

She spots a sign and screams, "STOP!" Sweetie!

By then, the restaurant is the size of an insect's navel in the rear-view mirror and her husband is saying, "I can't stop on a dime, you know."

Hours later in Futility City, the "fantastic Chinese restaurant" has changed hands and is now a car wash. As they stagger into a small diner, our schizoid deals his final blow.

"This place is filthy! Don't order the chicken salad, anything from the grill or the homemade chili. And you kids! Don't sit on the seats in the you-know-where!"

"We'll just have a cup of coffee and press on. I know a fantastic Italian restaurant at Gastrie Corner. Mother, check the mileage to Gastrie..."

The Affluent World of SHEILAH GRAHAM

Office Boy Uses Rolls

LONDON (NANA) — The affluent society. The office boy at the sumptuous Universal offices here is driven to work in a Rolls-Royce. It turns out he's the big brother of Beatle Paul McCartney.

Vasquez Redgrave, who must know how to dance for her starring role in *Leader*, is tripping the light fantastic behind closed doors somewhere in the south of France. Looks like James Fox and George C. Scott for her leading males. The picture will be made in Nice, the U.S. and England.

It will be interesting to see how *Privilege*, in which Jean Shrimpton makes her movie debut, fares in North America. It is an indictment on the sort of adulation that turned the Beatles, Rolling Stones, etc., into public puppets. It also comes down like a sledge hammer on religion, politics and war. The Rank people here thought the picture was too explosive for their theatres, but after four weeks of good business at the Warner Theatre in London, it has been booked into the Rank circuit.

Lord Snowden was deep in a huddle with the editor of the London Times as Les Ambassadeur... while I chatted with owner John Mills. John was in Morocco when the recent hostilities exploded in the Middle East. He told me that in spite of all the loud acclaim for Nasser after his resignation

and stepping back into the Egyptian presidency, from where John was sitting in Morocco, Nasser appeared to be unpopular... John also debunked the rumour that Prince Bialer and Princess Grace were feeling the pinch in Monte Carlo from a lack of tourists since the legal gambling in England. "They are very rich," he assured me. "He has money, she has money and the tourists are still coming to gamble."

The first of the Peter Cheney films is titled *Dance Without Music*. In it, O'Jara, the rough and tumble hero, has some LSD forced on him and audiences will see him taking a ride through swinging London under the influence of the drug. The idea is to give viewers a taste of the dangers without the ill effects. *Dance Without Music* is the first of the Cheney stories owned by David Fellman, O'Jara and David Stager (of the Singer sewing machine fortune). The picture starts September 4 and they are seeking an unknown actor for the lead.

Barbra Streisand is another star who believes in rehearsing in private. While Columbia has been inundated with requests by top photographers from all over the world to snap Barbra in rehearsal clothes, the set of her *Funny Girl* is closed tight. Question: Will it be opened when Barbra faces the cameras? I think not.

Reform Thyself!

SYDNEY HARRIS

One reason that the so-called moral reformers fail to interest me is that they pay far too much attention to the lusts of the flesh, and not enough to the lusts of the spirit.

Drunkness and lechery and the stultification of the senses by fast living are usually foolish and pathetic endeavors — but the real evils in this world come not from these appetites but from the lusts of the spirit.

Alexander the Great was proud of his chastity, proud that, contrary to the custom of his times, he refused to violate the wives and daughters of his captives. Yet Alexander's over-vaunting ambition to conquer the world was a much greater and deeper flaw than incontinence. Hitler was a model citizen, so far as the reformers are concerned. He was sober, continent, a vegetarian, and lived a Spartan personal life. But no more sick and evil man has existed in history, for the mortal sins of the spirit were his.

Men with a lust for power, with an insatiable desire for fame and glory, with a

desperate need to manipulate and humiliate and harm others who get in their way, are the ones who cause all the trouble. The weak men — those who really succumb to their physical appetites — are scarcely worth bothering about.

One reason the reformers — and so many religious leaders

— have failed to alter the scheme of things is that their conception of "vice" is so narrow. They fritter away their energies in fighting alcohol and tobacco and gambling and pornography while the real evil-doers sit in the front pews of the congregation and applaud their harangues.

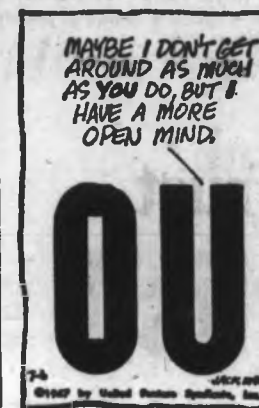
In his topography of Hell, Dante (who really understood the essence of religion and morality) placed the lechers and the toppers in the milder circles of punishment, reserving the hottest places for those who sinned against the spirit — hypocrites, traitors, exploiters, the hard of heart and narrow of mind.

It is no accident that Jesus was accused by the "respectable" citizens of his day of "consorting with publicans and harlots." He was pointing out by His action that such people are often more worthy and saveable than those who call Him "Master" and secretly violated most of the basic tenets of Christ.

Physical sin merely proves that we are partly animal in origin; but spiritual sin is a repudiation and perversion of our distinctively human nature. It is this perversion that has brought mankind to the edge of catastrophe time and time again; not a thousand drunkards, wastrels or libertines can do as much damage as one bigot, one sadist — or one misguided reformer.

PIXIES

By Wohl



Honeymoon Later

Names in the News

DURHAM, N.C.—It was a big day for Harry Tolley. He divorced one wife, annulled a second marriage and remarried a third woman.

Tolley, 35, serving a two-year prison sentence for bigamy, was in court to untangle his marital knots.

First he divorced Velma Beagrove Tolley whom he had married in South Carolina Jan. 17, 1961.

Then he annulled his marriage of May 25, 1962, to Frances Upley Tolley.

Finally, he was remarried to Virginia Barton Bennett Tolley, whom he first wed in the spring of 1966 while she was married to Hayward Bennett.

Tolley then was returned to jail. He said a honeymoon would come later.

PHOENIX, Ariz.—Amanda Blake, 36, who plays Kitty in the television series Gunsmoke, was granted a uncontested divorce from her third husband, Arizona rancher James Day, on grounds of cruelty. The couple was married Aug. 15, 1964.

OTTAWA—Lee Landreville, who resigned as an Ontario Supreme Court justice, is seeking a pension on medical grounds, and sent a letter to Justice Minister Trudeau containing medical certificates and saying his health has been "greatly affected" and he is no longer able to work. Mr. Trudeau said he will "have to consider" the question in the next few days.

TORONTO—Education Minister William Davis, 38, of Ontario says he is considering whether to contest the national leadership of the Progressive Conservative party but has reached no decision yet.

LONDON—Hon. Bertie Brasenay, brother of the 9th Earl of Bessborough, Governor-General of Canada in 1931-35, has died at the age of 82.

CLAYTON, Mo.—A black mongrel dog named Last Minute II will inherit a \$51,553 estate left by a woman who adopted the animal from the Missouri Humane Society two years ago. The estate, left by June Kieselbert, 45, provides for the dog on the death of the nine-year-old dog; the estate goes to the Humane Society.

SEOUL—U.S. vice-president Hubert Humphrey was greeted on his arrival Kimpo Airport by South Korean premier Chang Il-kwon.

ROTTWEIL, West Germany—Rudolf Scherer, 59-year-old former SS Nazi elite guard captain has been sentenced to 30 months in prison for his part



Blake



Landreville

In the killing of more than 200 Russian Jews during the Second World War.

OTTAWA—One of the FBI's 10 most-wanted fugitives was arrested by RCMP officers at Shawville, Que. RCMP said George Edmonson, 29, was arrested on information received from a citizen who recognized him from a magazine article on American fugitives.

VANCOUVER—Vancouver's business community should give greater support to the fine arts, says Dr. Malcolm Taylor, president of the University of Victoria. "The number of business-

nesses in the area that contribute to the arts is very small," he told a conference at the University of B.C. "Corporations and businesses must realize that

painting, music and theatre are of primary importance to the well-being of a nation," he said.

KNOXVILLE, Tenn.—"Two camel what?" asked the police dispatcher. "Two camel saddles," replied the caller. Explained Margaret King, who reported the theft of the saddles to police: "They make ideal television stools."

PATERSON, N.J.—Robin "Hurricane" Carter, former middleweight boxing contender has been sentenced to two consecutive life terms for the slaying of three persons in a tavern a year ago. His co-defendant John Artis was given concurrent life terms. Carter will be eligible for parole in approximately 28 years and Artis in about 14.

VANCOUVER—Bail was set at \$5,000 in magistrate's court for a Vancouver businessman who is charged in connection with the alleged theft in Toronto of 14 diesel engines worth \$75,000. Stanley Warr, 55, was charged with theft of over \$50 and possession of stolen property. Truck drivers George Roy, 29, of Toronto and Donald McNab, 30, did not have bail set when they appeared on similar charges.

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"COMBO" or "CHAMPION" 100% cotton work shirt. Full cut, reinforced at points of strain. Long sleeves. Dark green. Sizes 15 to 17½. EACH 2.99

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Bill, left, Berni and Mike ready to roll

St. Louis School Trio Off to Expo on Bikes

Centennial year has been a good year for the physical training of Canadian youth.

So far, they've set out to walk, canoe and roller skate across the 4,000 miles that separate one side of Canada from the other.

Saturday, three plucky high school students will mount special five-speed bicycles and leave Victoria, with little more than sleeping bags, for a long ride to Expo.

They are Bill Schmuck, 18, of 1140 Rock Street, Berni Wille, 17, of 940 Lake View Avenue, and Mike Percy, 18, of 1789 Rockland Avenue.

The trio will catch the first ferry and begin their trip, taking only sleeping bags, ground sheets, a few extra clothes and a minimum of cooking utensils.

The plan came to life in February, when Berni's father asked him whether he was making plans to visit Expo.

After a chat among fellow grade 12 classmates at St. Louis College, it was decided that the three would attempt to go on bikes.

By camping mainly at parks and at campsites, and "seeing the country," the boys expect to arrive at Montreal early in August.

There they will purchase a car to make the return journey. All three plan to attend the University of Victoria this fall.

Saanich

\$889,386 Surplus Recorded

Saanich ended 1966 with an accumulated surplus of \$889,386, according to the annual financial statement of the municipality published this week.

During 1966, Saanich had a surplus of revenue over expenditure of \$147,008. The surplus brought forward from previous years was \$742,378.

The statement of Saanich's spending, revenues, loans and investments also contains information such as the fact that Saanich has 810.73 acres of parks, 237.6 miles of surfaced roads and 883 fire hydrants in its area of 40 square miles.

The statement also notes that Saanich has fixed assets worth nearly \$15,000,000, the largest of which are streets, roads and lanes (\$4,323,724 worth) and sewers (\$4,305,111).

The municipality's office buildings for general government are worth \$1,657,414 and parks and playgrounds are worth \$315,612.

Last year, Saanich collected \$6,391,499 from its taxpayers, of which \$2,391,867 went to schools. It received \$849,852 in provincial grants and \$81,000 in lieu of taxes from the federal government.

At the same time, it spent \$6,844,488. In addition to its contribution to schools, other large expenditures were police and fire protection (\$1,146,394), health services (\$255,708) and debt charges (\$537,838).

Car Strippers Find Police

LONDON (Reuters) — Three detectives parked their car in a lonely spot at Sevenoaks, England, to hunt a gang stripping vehicles in the area. When they returned they found the police car stripped of four wheels and a radio.

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Canadian Pacific

CKDA Loses Power Bid

Victoria's radio station CKDA, which has been refused permission to increase its power to 50,000 watts, it was announced Thursday in Ottawa.

Beware Golden Scleroderma

'Puffballs' Poison Three in Victoria

Three persons in the Victoria area this summer have suffered ill effects from eating a poisonous plant which can be easily confused with the common puffball.

Dr. Adam Szczawinski, provincial botanist, said Thursday that the victims were mainly over-confident adults who thought all puffballs are edible.

Last year, there were five cases of poisoning from eating

Golden Scleroderma, which the botanist said "looks exactly like a puffball unless it is closely examined."

Scleroderma is generally found in the woods, growing on recently-turned soil. It is about four inches in diameter with a rough and cracked yellowish or brownish peeling.

However, when it is broken the granular flesh turns quickly to a violet color and then black.

errors, in a series of decisions on applications from across Canada, rejected CKDA's application to boost its signal from 10,000 watts. The increase would have put the station into Vancouver homes, and was opposed by radio stations on the Lower Mainland.

NOT NEEDED

In turning down the Victoria power boost, the BBG said it does not think the power increase is needed to "provide a satisfactory service to Victoria and surrounding area."

CKDA maintained at a public hearing last week that there had been a steady depletion of its signal strength in recent years. It wanted the boost to maintain its competitive position with other area stations.

NO MORE COVERAGE

The station said the new pattern would give it no more coverage of the Vancouver area than it had in its early years of operation.

The BBG also approved creation of a rebroadcasting station at Port Renfrew to pick up Vancouver's CHAN-TV.

Education for Guyana Boosted by Children

A donation of \$215.09 raised by children at Metchoin elementary school will help send a mobile education van to Guyana this winter. B.C. Centennial Committee chairman L. J. Wallace said Thursday as he accepted the money.

The 213 pupils raised the money with an ice cream sale, a car wash, by staging a play and selling admission to movies. The money is for Project 160, by which B.C. school children will help the children of underdeveloped Commonwealth countries.

Mr. Wallace, also deputy provincial secretary, told the young-

sters more than \$25,000 now has been raised by B.C. school children in aid of the project.

He said later he hopes for \$100,000 by the end of the year. Possibly six mobile classrooms could be sent to developing nations with the money, said Mr. Wallace.

Two vans already have been bought. The one destined for Guyana is being outfitted at the B.C. Institute of Technology in Burnaby, Mr. Wallace reported.

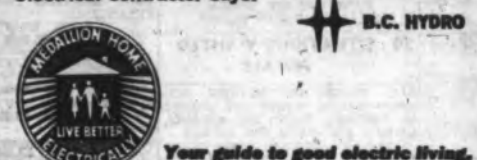
MANY NEVER SUSPECT CAUSE OF BACKACHES

May Be Simply Sluggish Kidney Action

It's a pity to put up with this common backache because you just don't know the cause, and the medication that may help you. You see, if kidneys become sluggish, urinary irritation and bladder discomfort may follow. The result can be an annoying, nagging backache. This is when Duff's Kidney Pills can help bring relief. Duff's stimulates kidney action, helps relieve the irritated condition that causes the backache. Take Duff's and see if you don't feel better, run better. Used successfully by millions for over 40 years. New large size saves money. Advt.



This is one of the three square meals you have to prepare every day of your life. The job would sure be easier if you had a home freezer or a new refrigerator-freezer combination. Your entire home is planned for modern electrical convenience when it's a Medallion Home. See what your electrical contractor says.



Mr. Merchant: You've Got to TELL Them to SELL Them!



Your Newspaper Ads Reach the Family—Your Best Customers!
Get Best Sales Results with Professional Ad Service

With family income at the highest level in history, it's important to get YOUR sales story across to the family to make your cash register ring. Your advertisements in the local daily newspapers reach the family in a receptive mood . . . at home! Tell them YOUR news and get your share of THEIR business with the help of your newspaper's advertising service. Headlines, copy, layouts and artwork are all designed to save more for you, help you sell more goods . . . and are available at no extra charge.

Build Traffic and Boost Your Sales
With More Effective Advertising
in the

The Daily Colonist

STEWART & HUDSON

FOR

GREATEST ASSORTMENT

P.V. HARDBOARD SALE

4x8-1/2. Special...\$1.39
4x8-1/2. Special...\$1.39
4x8-1/2. Special...\$1.39
4x4-Ceiling Tile...\$1.39

PARTICLE BOARD SALE

4x8-1/2 No. 1...\$3.99
4x8-1/2 No. 1...\$3.99

PAINT SALE

QUALITY FOR LESS

Fence Galn—Red, Green,
Brown, Gal...\$2.49
Exterior Oil Paint...\$3.79
Interior Latex—Gal...\$3.79
Exterior Latex—Gal...\$4.79

8' KAYAK KITS

Ready to assemble—With
paddle and glue...\$13.95

9' BEAVER TABLE SAW

50" Wide Table with stand
Reg. \$219.75...\$149.90

CORRUGATED PLASTIC

White Yellow Green
Medium Weight

26x12...\$1.75
26x12...\$1.75
26x12...\$1.75
26x12...\$1.75

LUND'S AUCTIONS

Tuesday and Saturday

ALL HOUSEHOLD FURNISHINGS

PHONE FOR FREE APPRAISAL

26x12...\$1.75
26x12...\$1.75
26x12...\$1.75
26x12...\$1.75

SPECIAL 5 ROOM GROUPS

For only \$119.95 per month you
can purchase TOP QUALITY 5
room furniture in your choice of colors
and styles. We also give you
bonus items with every sale.

6' PICNIC TABLES

All 2" cedar—Ready to
assemble. Hinged flap...\$9.95

6'x4'x3" COMPOST BOX

All 2" cedar—Ready to
assemble. Hinged flap...\$9.95

GARDEN STAKES

New stock arrived. Clean,
smooth, straight grain. 20-
piece bundle—

3'...\$3.95 5'...\$5.95
4'...\$5.95 6'...\$7.95

LOW MONTHLY PAYMENTS

OPEN SATURDAY TO 5:30

400 Block Gorge East
386-3211

STEWART & HUDSON

CUBBON BUILDING
SUPPLIES (1967) LTD.

1720 Cook St. 515 Alpha St.
384-8181

LUMBER SHORTS

1x12 12 per bd. rough...\$1.75
1x12 12 per bd. smooth...\$1.75
1x12 12 per bd. smooth...\$1.75
1x12 12 per bd. smooth...\$1.75

PACKAGED LUMBER

2x4x8 Euc...\$2.75
2x4x8 Euc...\$2.75
2x4x8 Euc...\$2.75
2x4x8 Euc...\$2.75

CUBBON BUILDING SUPPLIES (1967) LTD.

Open 6 Days a Week
to 5:30 p.m.

LUMBER PLYWOOD

BUY DIRECT AND SAVE

A yard full of lumber, all sizes,
grades of Douglas fir, Fraser
lumber at the lowest prices in
Victoria.

TRADE TOOL HEADQUARTERS

Just arrived something new for
the tool trader. Abbot, the wonder
concrete bonding agent.
Kier-O-Gel, sealer without equal
for concrete floors.

ISLAND BUILDING SUPPLY CO. LTD.

575 Gorge Road East 382-5178

EXTRA SPECIAL!

4'x6' Prefinished mahogany
panels—limited quantity—\$3.15

LANGFORD BUILDING SUPPLY

Open seven days a week

940 Goldstream Ave. 478-1721

STANDARD FURNITURE

BARGAIN BASEMENT

2-Pc. Chestered Suite,
Escalator, brown nylon
Night Table, white wood...\$19.95
Unfinished...\$19.95
4-Drawer Chest, white wood...\$19.95
Used Drop-Leaf Dining Table,
white...\$19.95
Used Hide-A-Bed...\$19.95

FREE DELIVERY—EASY TERMS

STANDARD FURNITURE

BARGAIN BASEMENT

Downstairs in Scollard Bldg.
382-5111

USED FURNITURE DEPARTMENT

Drop arm bed...\$119.00
Adjustment of bed...\$12 to \$25.00
Chested Drawers...\$25.00
Chest of Drawers...\$25.00
2-Drawer Chest (reupholstered)...\$19.95
4-Drawer Chest...\$25.00
Wing Back Chair...\$49.00

HOME FURNITURE

25 Fort St. 382-5135

KILSHAW'S AUCTIONEERS

Buy—Sell—CASH

Guaranteed Appraisals
1115 Fort 384-6441

SPECIAL CHESTERFIELD SALE

—1 TYNAR 3-seater, Gold, 1950s.
Exceptionally well-built. Modern
Reg. \$800. Sale \$225.

—1 CIMON 3-seater, 4-seater, Rust.
Solid wood, shagreened. Custom
made, very modern. Reg. \$680.
Sale \$225.

—1 CIMON 4-seater, maroon. Walnut
shagreened. Reg. \$450.
Sale \$225.

CONTINENTAL HOME SUPPLY

381 Johnson St. 386-7555

LUND'S AUCTIONS

Tuesday and Saturday

ALL HOUSEHOLD FURNISHINGS

PHONE FOR FREE APPRAISAL

26x12...\$1.75
26x12...\$1.75
26x12...\$1.75
26x12...\$1.75

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EXTRA SPECIAL!

4'x6' Prefinished mahogany
panels—limited quantity—\$3.15

LANGFORD BUILDING SUPPLY

Open seven days a week

940 Goldstream Ave. 478-1721

STEVE ROOPER

SOOZI



Television for Friday

Programs subject to last-minute changes by stations concerned.

Time	CBUT Channel 2	KOMO-TV Channel 4	KING-TV Channel 5	CHET-TV Channel 6	KIRO-TV Channel 7	CHAN-TV Channel 8	KSTU-TV Channel 11	KVOZ-TV Channel 12	Time
8:00	Buddy Webster	Telescope	Telescope	University	Palmer: King	University	Palmer: King	Palmer: King	8:00
8:30	Buddy Webster	Telescope	Telescope	University	Palmer: King	University	Palmer: King	Palmer: King	8:30
9:00	Buddy Webster	Telescope	Telescope	University	Palmer: King	University	Palmer: King	Palmer: King	9:00
9:30	Buddy Webster	Telescope	Telescope	University	Palmer: King	University	Palmer: King	Palmer: King	9:30
10:00	Buddy Webster	Telescope	Telescope	University	Palmer: King	University	Palmer: King	Palmer: King	10:00
10:30	Buddy Webster	Telescope	Telescope	University	Palmer: King	University	Palmer: King	Palmer: King	10:30
11:00	Buddy Webster	Telescope	Telescope	University	Palmer: King	University	Palmer: King	Palmer: King	11:00
11:30	Buddy Webster	Telescope	Telescope	University	Palmer: King	University	Palmer: King	Palmer: King	11:30
12:00	Buddy Webster	Telescope	Telescope	University	Palmer: King	University	Palmer: King	Palmer: King	12:00
12:30	Buddy Webster	Telescope	Telescope	University	Palmer: King	University	Palmer: King	Palmer: King	12:30
1:00	Buddy Webster	Telescope	Telescope	University	Palmer: King	University	Palmer: King	Palmer: King	1:00
1:30	Buddy Webster	Telescope	Telescope	University	Palmer: King	University	Palmer: King	Palmer: King	1:30
2:00	Buddy Webster	Telescope	Telescope	University	Palmer: King	University	Palmer: King	Palmer: King	2:00
2:30	Buddy Webster	Telescope	Telescope	University	Palmer: King	University	Palmer: King	Palmer: King	2:30
3:00	Buddy Webster	Telescope	Telescope	University	Palmer: King	University	Palmer: King	Palmer: King	3:00
3:30	Buddy Webster	Telescope	Telescope	University	Palmer: King	University	Palmer: King	Palmer: King	3:30
4:00	Buddy Webster	Telescope	Telescope	University	Palmer: King	University	Palmer: King	Palmer: King	4:00
4:30	Buddy Webster	Telescope	Telescope	University	Palmer: King	University	Palmer: King	Palmer: King	4:30
5:00	Buddy Webster	Telescope	Telescope	University	Palmer: King	University	Palmer: King	Palmer: King	5:00
5:30	Buddy Webster	Telescope	Telescope	University	Palmer: King	University	Palmer: King	Palmer: King	5:30
6:00	Buddy Webster	Telescope	Telescope	University	Palmer: King	University	Palmer: King	Palmer: King	6:00
6:30	Buddy Webster	Telescope	Telescope	University	Palmer: King	University	Palmer: King	Palmer: King	6:30
7:00	Buddy Webster	Telescope	Telescope	University	Palmer: King	University	Palmer: King	Palmer: King	7:00
7:30	Buddy Webster	Telescope	Telescope	University	Palmer: King	University	Palmer: King	Palmer: King	7:30
8:00	Buddy Webster	Telescope	Telescope	University	Palmer: King	University	Palmer: King	Palmer: King	8:00
8:30	Buddy Webster	Telescope	Telescope	University	Palmer: King	University	Palmer: King	Palmer: King	8:30
9:00	Buddy Webster	Telescope	Telescope	University	Palmer: King	University	Palmer: King	Palmer: King	9:00
9:30	Buddy Webster	Telescope	Telescope	University	Palmer: King	University	Palmer: King	Palmer: King	9:30
10:00	Buddy Webster	Telescope	Telescope	University	Palmer: King	University	Palmer: King	Palmer: King	10:00
10:30	Buddy Webster	Telescope	Telescope	University	Palmer: King	University	Palmer: King	Palmer: King	10:30
11:00	Buddy Webster	Telescope	Telescope	University	Palmer: King	University	Palmer: King	Palmer: King	11:00
11:30	Buddy Webster	Telescope	Telescope	University	Palmer: King	University	Palmer: King	Palmer: King	11:30
12:00	Buddy Webster	Telescope	Telescope	University	Palmer: King	University	Palmer: King	Palmer: King	12:00
12:30	Buddy Webster	Telescope	Telescope	University	Palmer: King	University	Palmer: King	Palmer: King	12:30

Television for Saturday

Programs subject to last-minute changes by stations concerned.

Time	Channel 2 CHUT	Channel 4 ROMO-TV	KING-TV Channel 5	CHKE-TV Channel 6	KING-TV Channel 7	CHAN-TV Channel 8	KING-TV Channel 11	KING-TV Channel 12	Time
8:00	Queen	Gardening	Super 8	Queen	J. P. Patches	Queen	Queen	Capt. Kangaroo	8:00
8:30	Queen	Gardening	Super 8	Queen	J. P. Patches	Queen	Queen	Capt. Kangaroo	8:30
9:00	Queen	Gardening	Super 8	Queen	J. P. Patches	Queen	Queen	Capt. Kangaroo	9:00
9:30	Queen	Gardening	Super 8	Queen	J. P. Patches	Queen	Queen	Capt. Kangaroo	9:30
10:00	Queen	Gardening	Super 8	Queen	J. P. Patches	Queen	Queen	Capt. Kangaroo	10:00
10:30	Queen	Gardening	Super 8	Queen	J. P. Patches	Queen	Queen	Capt. Kangaroo	10:30
11:00	Queen	Gardening	Super 8	Queen	J. P. Patches	Queen	Queen	Capt. Kangaroo	11:00
11:30	Queen	Gardening	Super 8	Queen	J. P. Patches	Queen	Queen	Capt. Kangaroo	11:30
12:00	Queen	Gardening	Super 8	Queen	J. P. Patches	Queen	Queen	Capt. Kangaroo	12:00
12:30	Queen	Gardening	Super 8	Queen	J. P. Patches	Queen	Queen	Capt. Kangaroo	12:30
1:00	Queen	Gardening	Super 8	Queen	J. P. Patches	Queen	Queen	Capt. Kangaroo	1:00
1:30	Queen	Gardening	Super 8	Queen	J. P. Patches	Queen	Queen	Capt. Kangaroo	1:30
2:00	Queen	Gardening	Super 8	Queen	J. P. Patches	Queen	Queen	Capt. Kangaroo	2:00
2:30	Queen	Gardening	Super 8	Queen	J. P. Patches	Queen	Queen	Capt. Kangaroo	2:30
3:00	Queen	Gardening	Super 8	Queen	J. P. Patches	Queen	Queen	Capt. Kangaroo	3:00
3:30	Queen	Gardening	Super 8	Queen	J. P. Patches	Queen	Queen	Capt. Kangaroo	3:30
4:00	Queen	Gardening	Super 8	Queen	J. P. Patches	Queen	Queen	Capt. Kangaroo	4:00
4:30	Queen	Gardening	Super 8	Queen	J. P. Patches	Queen	Queen	Capt. Kangaroo	4:30
5:00	Queen	Gardening	Super 8	Queen	J. P. Patches	Queen	Queen	Capt. Kangaroo	5:00
5:30	Queen	Gardening	Super 8	Queen	J. P. Patches	Queen	Queen	Capt. Kangaroo	5:30
6:00	Queen	Gardening	Super 8	Queen	J. P. Patches	Queen	Queen	Capt. Kangaroo	6:00
6:30	Queen	Gardening	Super 8	Queen	J. P. Patches	Queen	Queen	Capt. Kangaroo	6:30
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7:30	Queen	Gardening	Super 8	Queen	J. P. Patches	Queen	Queen	Capt. Kangaroo	7:30
8:00	Queen	Gardening	Super 8	Queen	J. P. Patches	Queen	Queen	Capt. Kangaroo	8:00
8:30	Queen	Gardening	Super 8	Queen	J. P. Patches	Queen	Queen	Capt. Kangaroo	8:30
9:00	Queen	Gardening	Super 8	Queen	J. P. Patches	Queen	Queen	Capt. Kangaroo	9:00
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10:00	Queen	Gardening	Super 8	Queen	J. P. Patches	Queen	Queen	Capt. Kangaroo	10:00
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1:30	Queen	Gardening	Super 8	Queen	J. P. Patches	Queen	Queen	Capt. Kangaroo	1:30
2:00	Queen	Gardening	Super 8	Queen	J. P. Patches	Queen	Queen	Capt. Kangaroo	2:00
2:30	Queen	Gardening	Super 8	Queen	J. P. Patches	Queen	Queen	Capt. Kangaroo	2:30
3:00	Queen	Gardening	Super 8	Queen	J. P. Patches	Queen	Queen	Capt. Kangaroo	3:00
3:30	Queen	Gardening	Super 8	Queen	J. P. Patches	Queen	Queen	Capt. Kangaroo	3:30
4:00	Queen	Gardening	Super 8	Queen	J. P. Patches	Queen	Queen	Capt. Kangaroo	4:00
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10:00	Queen	Gardening	Super 8	Queen	J. P. Patches	Queen	Queen	Capt. Kangaroo	10:00
10:30	Queen	Gardening	Super 8	Queen	J. P. Patches	Queen	Queen	Capt. Kangaroo	10:30
11:00	Queen	Gardening	Super 8	Queen	J. P. Patches	Queen	Queen	Capt. Kangaroo	11:00
11:30	Queen	Gardening	Super 8	Queen	J. P. Patches	Queen	Queen	Capt. Kangaroo	11:30
12:00	Queen	Gardening	Super 8	Queen	J. P. Patches	Queen	Queen	Capt. Kangaroo	12:00
12:30	Queen	Gardening	Super 8	Queen	J. P. Patches	Queen	Queen	Capt. Kangaroo	12:30
1:00	Queen	Gardening	Super 8	Queen	J. P. Patches	Queen	Queen	Capt. Kangaroo	1:00
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led a spade — Pass 3♥ Pass
discarding to ruff it. South
the diamond fi- 3♠ 3♥ All Pass
e. If this worked,
trump would then
a diamond and
trumps, losing only a spade trick at the
a low spade was led at the third trick,
in front of dummy.
the slam was now dead. Declarer could then
diamond from dummy, but it didn't help. If
winning trumps were drawn, South would
ruff all his losers.
change of timing would have done the
spade six, not the ace, at trick two. Ruff
to take a diamond finesse. Now lead the
best discards, ruff in dummy and claim the
only a diamond trick. If West ruffs high
win, throw a diamond make your twelfth
diamond ruff.

(A Bell-McClure Syndicate Feature)

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By HOWARD SCHENKEN and RICHARD L. FREY

It is rare to see a deal like this one, where the correct suit for declarer to play at the second trick is obvious, but the correct card to play is difficult to figure.

South elected to bid a gambling six hearts, and West opened the spade jack, which rode to declarer's queen. The problem was how to lose only one trick in spades and diamonds, and South didn't find the right answer.

He cashed the spade ace, throwing a diamond from the table.

Val:	NORTH
Both	4 8
	♥ 7 6 4
	♦ 8 6 2
	♣ Q 10 9 7 6 4
WEST	EAST (D)
♠ J 4	♠ K 10 9 5 3 2
♥ 10 8 5	♥ 9
♦ Q 9 7 3	♦ K 10 4
♣ J 8 5 2	♣ A 13
	SOUTH
	♠ A 7 6
	♥ A K Q J 3 2
	♦ A Q 5
	♣ - -

The bidding:

East	South	West	North
1 ♠	2 ♠	Pass	3 ♠

and led a spade — Pass 3♥ Pass 4♥
intending to ruff it and Pass 3♠ All Pass
take the diamond fi-
nesses. If this worked,
declarer would then
ruff a diamond and
draw trumps, losing only a spade trick at the end. But
when a low spade was led at the third trick, West ruffed
high in front of dummy.

The slam was now dead. Declarer could throw another
diamond from dummy, but it didn't help. If West's re-
maining trumps were drawn, South would not be able
to ruff all his losers.

A change of timing would have done the trick: Lead
the spade six, not the ace, at trick two. Ruff in dummy
and take the diamond finesse. Now lead the spade seven.
If West discards, ruff in dummy and claim the slam, lo-
sing only a diamond trick. If West ruffs high in front
of dummy, throw a diamond make your twelfth trick with
a diamond ruff.

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exceptionally clean, mechanically
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1988 VOLKSWAGEN STATION WAGON
A-1 mechanical condition, 30 miles
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power equipped. Reduced
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CLEARANCE. \$1030

65 VOLKSWAGEN 1500 Se-
dan, Lic. 20400. Reduced
from \$1295 for
CLEARANCE. \$1070

TRUCK SPECIAL
65 CHEVROLET 1/2-ton van.
Ideal for cartage or de-
livery. \$3895

A Hundred More
Great Bargains at

The Island's Largest and
Most Progressive Dealer

MORRISON ON DOUGLAS
OPPOSITE MAYFAIR

G.M. CITY IN VICTORIA

Phone 385-5777

Open 'Til 9 P.M.

EMPRESS
PONTIAC
BUICK
GOODWILL
CARS

67 PONTIAC Parisienne con-
vertible, V-8, automatic,
radio, power steering,
power brakes. \$3888

67 PONTIAC 2 plus 2 hard-
top, V-8, automatic, Con-
sole, shift, bucket seats,
radio, power steering,
power brakes. \$3786

66 OLDSMOBILE, V-8, auto-
matic, radio, power steer-
ing, power brakes. \$3595

64 CORVAIR Monza coupe,
automatic, blue. \$1685

64 CHEVROLET Impala se-
dan, V-8, automatic,
radio, power steering,
power brakes. \$2195

64 PONTIAC Parisienne 2-
door hardtop, V-8, auto-
matic, radio, power steer-
ing, power brakes. \$2295

65 PONTIAC Strato Chief
six sedan. \$2195

65 WILLYS station wagon.
Radio. \$2495

65 PONTIAC Parisienne, 2-
door hardtop, V-8, auto-
matic, radio, power steer-
ing, brakes. \$2395

65 OLDSMOBILE Super 88
2-door hardtop. Auto-
matic. \$2295

65 VALIANT Convertible,
automatic, radio, bucket
seats. \$1995

65 BUICK Le Sabre sedan,
Automatic transmission,
custom radio, power
steering, power brakes.
Color maroon. \$1995

65 PONTIAC Sedan, auto-
matic, radio. \$1495

65 PONTIAC Station
wagon. \$1095

65 OLDSMOBILE Holiday
sedan, automatic, radio,
power steering, brakes,
air conditioning. \$1995

65 CHEVROLET V-8, Tudor.
Radio. \$1295

65 RAMBLER Ambassador
sedan, V-8 automatic, ra-
dio, power steering,
power brakes. \$1695

65 FORD Fairlane sedan,
radio. \$1495

64 FALCON Sedan. \$1295

65 DODGE V8 Station
wagon. \$1095

65 BUICK Special sedan,
radio, automatic. \$1495

BETTER CARS FOR
LESS \$\$\$

AT
EMPRESS

59 BUICK Le Sabre
Hardtop. \$895

59 JAGUAR, automic,
radio. \$495

59 BUICK Le Sabre
Sedan. \$395

59 OLDSMOBILE
Sedan. \$695

59 ZEPHYR sedan. \$495

59 PLYMOUTH sedan. \$295

59 BUICK sedan. \$295

59 CHEVROLET
Sedan. \$395

60 FORD V-8, Tudor. \$795

60 RAMBLER. \$695

SMALL CARS
TOP BUYS

64 MORRIS 1100. \$1195

65 RENAULT. \$595

65 VAUXHALL Station
wagon. \$1395

65 MORRIS Station
Wagon. \$795

65 VAUXHALL Cresta
automatic. \$1395

65 VAUXHALL Cresta. \$995

65 CONSUL 315 Sedan. \$995

65 VOLKSWAGEN. \$695

58 HILLMAN
automatic. \$495

60 ZEPHYR automatic. \$695

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PONTIAC - BUICK

900 Fort St., Through to View
and

847 Yates St., Too

ENSIGN
CHRYSLER PLYMOUTH
UNDER THE
"BIG SIGN"
930 Yates Street

CLOSED
SATURDAY
ALL DAY
WIDE OPEN
MONDAY
9 A.M. - 9 P.M.

67 CHEVROLET 4-door
SALE PRICE. \$383
No down payment
\$18 Per Mth.

67 CHEVROLET 2-door
SALE PRICE. \$395
No down payment
\$27 Per Mth.

65 EISEL, 4-door V-8,
automatic.
SALE PRICE. \$595
No down payment
\$27 Per Mth.

65 PLYMOUTH 2-door
SALE PRICE. \$395
No down payment
\$27 Per Mth.

65 PONTIAC 4-door.
SALE PRICE. \$395
No down payment
\$27 Per Mth.

65 DODGE Mayfair, V-8,
automatic, radio.
SALE PRICE. \$696
No down payment
\$31 Per Mth.

65 DODGE Sierra, V-8
passenger wagon, V-8
motor, automatic.
SALE PRICE. \$995
No down payment
\$43 Per Mth.

65 RAMBLER Classic. Radio
and heater.
SALE PRICE. \$777
No down payment
\$35 Per Mth.

61 FORD 4-door.
SALE PRICE. \$888
No down payment
\$39 Per Mth.

65 FORD 4-door.
SALE PRICE. \$888
No down payment
\$39 Per Mth.

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No down payment
\$39 Per Mth.

65 FORD 4-door.
SALE PRICE. \$888
No down payment
\$39 Per Mth.

65

CARS FOR SALE

OPEN ALL WEEKEND FOR BROWSE ONLY (No Salesmen)

1. HILLMAN Sedan \$1,500
2. JAGUAR 4.0 \$2,500
3. CADILLAC 4.0 \$2,500
4. CADILLAC 4.0 \$2,500
5. CADILLAC 4.0 \$2,500
6. CADILLAC 4.0 \$2,500
7. CADILLAC 4.0 \$2,500
8. CADILLAC 4.0 \$2,500
9. CADILLAC 4.0 \$2,500
10. CADILLAC 4.0 \$2,500

PARTS, ACCESSORIES

OUR NEW LOCATION
1100 Blanshard Street
"The Heart" is here!
For a strong, sure start every time
GET AN "ACNE"
LOWEST PRICES
IN TOWN
Delivered and Installed
FRANCIS BATTERY & TIRES LTD.
Dealing Specialists
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2. JAGUAR 4.0 \$2,500
3. CADILLAC 4.0 \$2,500
4. CADILLAC 4.0 \$2,500
5. CADILLAC 4.0 \$2,500
6. CADILLAC 4.0 \$2,500
7. CADILLAC 4.0 \$2,500
8. CADILLAC 4.0 \$2,500
9. CADILLAC 4.0 \$2,500
10. CADILLAC 4.0 \$2,500

BRITISH CAR CENTRE

Victoria's Exclusive
Small Car Dealer
"Our indoor showroom for used cars"
1. HILLMAN Sedan \$1,500
2. JAGUAR 4.0 \$2,500
3. CADILLAC 4.0 \$2,500
4. CADILLAC 4.0 \$2,500
5. CADILLAC 4.0 \$2,500
6. CADILLAC 4.0 \$2,500
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8. CADILLAC 4.0 \$2,500
9. CADILLAC 4.0 \$2,500
10. CADILLAC 4.0 \$2,500

TRAILERS, MOBILE HOMES, TRAILER PARKS

CAVEMAN CAMPERS LTD.
Invites you to their factory at
2145 Keating & Road.
(near Butler Bay)
See these famous campers
Custom built
See the quality and pride
we build into our campers
WE HAVE THE CRAFTSMEN
WHOM YOU KNOW HOW!
Custom built truck canopies
with steel frame, one piece
construction for strength.
One man can handle the
loading and unloading of the
camper.
A new popular
"LOW BOY"
2-sleepers and 4-sleepers
without the cab over bunk.
Area code 604, call collect
phone 632-2321

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THE VESUVIUS HOTEL
Sitting under new management
Opening July 1st. New Bar
Hotel and motel reservations
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SECLUSION IN BEAUTIFUL SURROUNDINGS
A private cottage on a large
waterfront farm. Fresh and
salt water fishing and swimming
resort for families. 10 July
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SHAWNIGAN INN
The Resort Hotel with the finest
catering for a holiday home
from \$15 per day single
PHONE 742-2312
or write P.O. Box 40, Shawnigan
Lake, V.I.

119 TOURIST ACCOMMODATION

120 ROOM AND BOARD
ROCCABELLA CITY CENTRE, 24
rooms, comfortable, friendly, excel-
lent food, excellent service. Rates
start at \$12 monthly or \$3 weekly.
GOOD SINGLE ROOM AVAILABLE.
Guest house near Oak Bay Marina.
Excellent food, excellent service.
Apply managers, 383-2524

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HARRIS GREEN APTS. NICE
Furnished sleeping rooms, \$10, \$12
and \$14 per week. Bath and
kitchen. 1000-1011, 477-4277
Call 383-2524

122 HOUSEKEEPING ROOMS TO RENT

BECKLEY MANOR
SPACIOUS LIVING ROOMS
LURIDOR
2-Bedroom Suite \$205
1-Bedroom Suites from \$125
WALL-TO-WALL RUGS
LARGE KITCHENS
FREE LAUNDRY FACILITIES
FREE PARKING
FREE TRAVELER'S CHECKS
FREE TOWELS
FREE LINENS
FREE CLEANING
FREE MAINTENANCE
FREE REPAIRS
FREE PHONE
FREE TV
FREE RADIO
FREE CUPBOARD
FREE SINK
FREE STOVE
FREE REFRIG.
FREE DISH. WASH.
FREE FREEZER
FREE WASH. MACHINE
FREE DRYER
FREE HEAT. PUMP
FREE AIR COND.
FREE FAN
FREE LIGHTS
FREE FURNITURE
FREE DECORATION
FREE GARDEN
FREE PORCH
FREE PATIO
FREE BALCONY
FREE TERRACE
FREE DRIVEWAY
FREE GARAGE
FREE DRIVE
FREE WALKWAY
FREE STAIRWAY
FREE ELEVATOR
FREE ESCALATOR
FREE LIFT
FREE RAMP
FREE CURB
FREE RAILING
FREE HANDRAIL
FREE DOOR
FREE WINDOW
FREE SHUTTER
FREE BLIND
FREE CURTAIN
FREE CARPET
FREE FLOOR
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FREE WALL
FREE PAINT
FREE PAPER
FREE GLASS
FREE CERAMIC
FREE MARBLE
FREE GRANITE
FREE QUARTZ
FREE SLATE
FREE SCHIST
FREE GNEISS
FREE METAMORPHIC
FREE IGNEOUS
FREE SEDIMENTARY
FREE METEORIC
FREE VOLCANIC
FREE PLUTONIC
FREE METAMORPHIC
FREE IGNEOUS
FREE SEDIMENTARY
FREE METEORIC
FREE VOLCANIC
FREE PLUTONIC

123 HOUSEKEEPING ROOMS TO RENT

NEWLY DECORATED
HOUSEKEEPING ROOMS. PARTI-
cularly furnished. 383-2524

124 HOUSEKEEPING ROOMS TO RENT

LADY WISHES
Furnished room with kitchenette
Furnished room with kitchenette
Furnished room with kitchenette
Furnished room with kitchenette
Furnished room with kitchenette
Furnished room with kitchenette
Furnished room with kitchenette
Furnished room with kitchenette
Furnished room with kitchenette
Furnished room with kitchenette

125 APARTMENTS TO RENT

COLLINGWOOD COURT
31 FAIRFIELD ROAD
Large 2-bedroom suite \$180. 1-bed-
room suite \$130. Colored plumbing,
cablevision, free laundry, etc. No
children. Call resident manager,
383-2524 or J. Meers, 383-7797. Meers
and White Oak Bay Realty.

126 APARTMENTS TO RENT

COLLINGWOOD COURT
31 FAIRFIELD ROAD
Large 2-bedroom suite \$180. 1-bed-
room suite \$130. Colored plumbing,
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138 APARTMENTS TO RENT

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140 APARTMENTS TO RENT

COLLINGWOOD COURT
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cablevision, free laundry, etc. No
children. Call resident manager,
383-2524 or J. Meers, 383-7797. Meers
and White Oak Bay Realty.

150 HOUSES FOR SALE

NEWSTEAD REALTY LTD.

2820 GOVERNMENT

NEW LISTING

NEW HOME

Come with me to one of the most

pleasant areas within the 3/4 mile

circle. Entering the four on can

glance into the living room and

admire the impressive granite

fireplace and enjoy the pleasant

view from the living room. The

kitchen is adjacent to the living

room and is equipped with a

large refrigerator, electric

stove, and a built-in oven.

The dining room is a large

room with a large window

looking out onto the garden.

The bedrooms are a large

room with a large window

looking out onto the garden.

The bathroom is a large

room with a large window

looking out onto the garden.

The garage is a large

room with a large window

looking out onto the garden.

The price is \$28,000.

Please do not hesitate to call me

at any time to view.

PATRICIA SEDGER

282-5117

res. 478-3870

WATERFRONT

1/4 ACRE

4 BEDROOMS

Located on the Sunny Saanich

Peninsula, only a few minutes

drive from the city, this

property is a beautiful

home with a large

garden and a large

garage. The price is

\$47,500.

Owner transferred - Excellent

terms. For a personal appointment

view call MARY FRASER

282-5117

or 282-5353

FOUR BEDROOMS

VIEW ROYAL

Set well back on a secluded, tree

lined lot, this immaculate and

cared-for home offers a

pleasant family living in a

large kitchen, a large

living room, a large

dining room, a large

bathroom, and a large

garage. The price is

\$18,200.

and \$18,550.

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SWEEPING VIEWS

Custom-built for the present owner,

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represents a fine example of

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is situated on a hill with

sweeping views of the city and

the ocean. The home has a

large living room, a large

dining room, a large

kitchen, a large

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garage. The price is

\$26,500.

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HIGH LOCATION

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Here is a charming retirement

home in one of the BEST

RESIDENTIAL DISTRICTS. It

consists of a large living room

with fireplace, a large

dining room, a large

kitchen, a large

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4938 SEARIDGE DRIVE

This beautiful 10-room home is

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home is a large, comfortable

living room with a large

fireplace, a large

dining room, a large

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\$28,000.

Please do not hesitate to call me

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We offer this 2-bedroom bungalow

with full basement, situated on a

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Featuring a fully automatic

hvac, a large living room, a

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HANDY TO SEA AND PARK

A spacious home 1170 sq. ft. in

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kitchen, a large

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You really like these 3 bedroom

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paneled. Large kitchen, attractive

bathrooms. A 400 sq. ft. lot with

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THE OAKS AND ROCKS

A 1-year modern bungalow with

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kitchen, a large

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Attractive 2-bedroom home with

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4,478 sq. ft. stucco bungalow

consisting of THREE bedrooms,

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Compact 2-bedroom bungalow in

prime location, close to all

services, a large living room

with fireplace, a large

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Older three bedroom home near

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services, a large living room

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OAK BAY WILLOWS

NEW EXCLUSIVE

\$15,800

Situated in a prime location close

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A home in lovely condition, 10 years

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4 BEDROOM CITY HOME, near shops, schools and bus. Double planning, full basement, second fireplace in kitchen, ramped room, 51, 60, 62-813.

2 OR 3 BEDROOM HOME, full basement, 3 1/2 years old, \$15,500, 47-415.

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Superior family home of eight rooms, built in 1950, located in one of the best areas close to the golf course and University. The owner is transferring to the U.S. and is leaving the house to the highest bidder. Full price \$15,500. Call Mr. Hamilton 388-4111.

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Good solid family home located close to shopping, transportation and schools. Large living room with fireplace, dining room, 3 bedrooms, 2 bathrooms, 2 1/2 car garage. Full price \$15,500. Call Mr. Hamilton 388-4111.

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GLEAMING WHITE SIDING
STONE PILLARS AND OAK TREES
\$25,500
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9023 SIZES 10-18
by Marion Martin
Binding curves neck, races down side of this swinging coatdress. The line is so graceful, you'll find you can hardly wait for the moment you can wear it. Choose cotton or other.

Printed Pattern 9023
Misses' Sizes 10, 12, 14, 16, 18. Size 14 takes 3 1/2 yds. 45-in.

Fifty cents (50c) in coins
(no stamps, please) for each pattern. Print plainly size, name, address and style number.

Send order to Marion Martin, care of The Daily Colonist, Pattern Dept., 60 Front St. W., Toronto, Ont. Everything New - 115 most-wanted fashions, fabrics, accessories in new Spring-Summer Pattern Catalogue. All sizes! Clip coupon in Catalogue—choose one pattern free. Send 50c. now.

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This white stucco bungalow has two bedrooms and dining room or three bedrooms. Large living room with fireplace, full kitchen, 1 1/2 bath, 1 1/2 car garage. Full price \$15,500. Call Mr. Hamilton 388-4111.

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\$20,000 down on East Saanich Road. 2 1/2 bedroom home, full basement, 2 1/2 car garage. Full price \$20,000. Call Mr. Hamilton 388-4111.

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level home close to school, shops and bus. \$18,500. Down R. SMITH, 388-4111, 388-8990.

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By Macabre Pattern of Death Sex Symbols Stalked

BY VERNON SCOTT
UPI Hollywood Correspondent
HOLLYWOOD — Jayne Mansfield's violent death early Thursday in a grinding automobile crash ended one of Hollywood's most colorful careers, but followed a curious pattern of tragedy in the lives of other movie sex symbols.

Accidents, suicide and illness stalked other glamor girls in a fabric of torn and ruined lives. There were Marilyn Monroe, Carole Landis, Marie McDonald, Carmen Miranda, Lupe Velez, Ann Sheridan, Dorothy Dandridge and Judy Holliday, among others.

Colorful, quotable Jayne Mansfield never attained true stardom. She remained a starlet to the end, displaying her charms on television, in night clubs and even at openings of supermarkets.

She was the Hollywood press corps' best friend. Whenever a quip was called for Jayne provided it. Her heart-shaped swimming pool, pink mansion and romantic flings all made news.

DEATH A SHOCK
In September 1965 Negro actress - singer Dorothy Dandridge was found dead and virtually penniless in a small Hollywood apartment. She had

known adulation and riches, only to be forgotten.

Linda Darnell, a darling of the 1940s, was burned to death in a Chicago fire in April of 1965 while visiting friends.

Oomph girl Ann Sheridan who filled movie screens with provocative and sexy characterization was making a comeback on television this season when she was struck down by cancer last January.

For whatever reason, divorce, tragedy and violent death appear to lurk in the wings for Hollywood's golden girls.

Jayne Mansfield's death fit the macabre pattern.

Abortion Study Set Up

OTTAWA (CP) — The Commons health committee took the first step Thursday towards an inquiry in the fall into changing the law on abortion.

Dr. Harry Harley (L-Halton) was re-elected committee chairman unanimously and informed the committee he will invite witnesses to appear on the subject in the fall.

Dr. Gaston Isabelle (L-Gatineau) was elected vice-chairman.

At present, abortion is legal only where the mother's life is in danger.

Unmanned Gun Likely Culprit

WASHINGTON (AP) — Testimony before a navy court of inquiry suggests an Israeli torpedo boat attack on the U.S. communications ship Liberty could have been caused by the accidental, heat-caused firing of an unmanned machine-gun.

The attack, launched nearly half an hour after Israeli jet warplanes had raked the Liberty with rockets and machine-guns, resulted in 26 of the 34 deaths on the American ship, the navy court was told.

CAPTAIN TESTIFIES
Cmdr. William L. McGonagle of Norfolk, Va., the Liberty's captain, and Ensign David G. Lucas of Virginia Beach, Va., testified.

As the wounded McGonagle stood on his shattered bridge, lookouts sighted three torpedo boats bearing down on the Liberty from the northeast at high speed.

BOAT SIGNALLING
"When the boats reached an approximate range of 2,000 yards, the centre boat of the formation was signalling to us," McGonagle testified.

"Also, at this range, it appeared that they were flying an Israeli flag."

SMOKE, FLAMES
"It was not possible to read the signals from the centre torpedo boat because of the intermittent blocking of view by smoke and flames," the Liberty's skipper told the court.

He said he yelled to the sailor manning one starboard machine-gun, identified as No. 51, to hold fire.

SHORT BURST
"I realized that there was a possibility of the aircraft having been Israeli and the attack had been conducted in error," McGonagle said.

The captain said the sailor handling machine-gun No. 51 fired a short burst at the Israeli boats "before he was able to understand what I was attempting to have him do."

SECOND GUN
Instantly, McGonagle said, another starboard machine-gun, No. 53, began firing on the centre of the three Israeli boats.

TORPEDO ATTACK
At this time, the summary said, the Israeli boats opened fire with their guns, killing the

helmsman of the Liberty, and missed stern, the other struck in a matter of seconds opened and tore a 33-foot hole in the torpedo attack. One torpedo hull.

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Israel Condemnation

Russia Retreats On UN Position

MOSCOW (AP) — The Soviet Union appears to have backed away from its tough demands for UN condemnation of Israel.

This was suggested by a dispatch to the government newspaper Izvestia from its UN correspondent endorsing a compromise resolution by 15 countries that avoids condemning Israel.

The resolution, introduced Wednesday by Ambassador Danila Lekic of Yugoslavia, calls for Israeli troops to give up territory in Egypt, Jordan and

Syria that they seized in the six-day Middle East war.

The Soviet Union had requested the UN General Assembly session to adopt a stiffer resolution. It called not only for withdrawal but also for condemnation and Israeli reparations payments. The Soviet resolution was given no chance of passage.

First the official Soviet news agency Tass and then, in clearer terms, Izvestia endorsed the latest resolution and omitted any mention of condemnation reparations.

Guitarist Given One Year

Dazed Mick Jagger Jailed

CHICHESTER, England (UPI) — A dazed-looking Mick Jagger, leader of the Rolling Stones pop music group, was sentenced Thursday to three months in jail on narcotics charges. His guitarist, Keith Richard, got one year in prison.

HASHISH SMOKE
A crowd of 150 fans saw a police van take them away to jail from Chichester court, signaling the breakup, at least temporarily, of Britain's second ranking pop group after the Beatles.

The jury took one hour to decide that Richard, 23, was

guilty of permitting hashish to be smoked at a party at his house Feb. 12. Jagger, also 23, was found guilty Tuesday by another jury of possessing four pep pills at the party. Both had pleaded innocent.

A Rolling Stones' spokesman said they would appeal.

IN HANDCUFFS
Jagger had spent the past two nights in Lewis jail and been brought to court each day in handcuffs. His girlfriend, pop singer Marianne Faithfull, 20, visited him Wednesday and brought him books and cigarettes.

Cries of "Oh no" came from the public gallery when the

jury gave its verdict on Richard. Judge Leslie Block told him he had been "very properly found guilty" of an offence which carried a maximum sentence of 10 years. He gave him one year and ordered him to pay \$1,400 toward the cost of the prosecution.

LOOKED DAZED
Jagger stood with his hands on the rail of the dock as the judge said, "You go to prison for three months and pay \$100 (\$280) toward the cost of the prosecution." Jagger looked dazed. He raised his hand to the side of his head as he went down the steps and out of public sight.

U.S. Jets Bomb Viet MiG Base

SAIGON (UPI) — U.S. jets ranged deep into North Vietnam Thursday and bombed the MiG base at Hoa Lac, 30 miles from Hanoi, destroying at least one plane on the runway. In South Vietnam, U.S. troops reported killing 79 Communists in two battles that left 11 Americans dead and wounded 54 more.

The air attack at Hoa Lac, one of six known MiG bases in North Vietnam, was the first against the Communist air arm since June 13 when American pilots ended a three-day series that damaged or destroyed 21 Soviet-designed MiGs at Kep Field.

In the ground action, troops of the U.S. 1st Air Cavalry Division battled Communist forces along South Vietnam's central coast about 280 miles northeast of Saigon and U.S. Marines fought North Vietnamese infantrymen near Con Thien, a jungle outpost just south of the demilitarized zone.

The U.S. command said the American air cavalrymen caught up with a force trying to escape from a battle Wednesday.

Moving to Vancouver

Chinese Merchants Quitting Hong Kong

VANCOUVER (CP) — An investment counsellor said Wednesday a number of merchant princes of Hong Kong are converting their family fortunes into Canadian dollars and moving to Vancouver.

George Treit, president of Rutherford-McRae Ltd., who has been advising the Chinese on investment opportunities, said he has settled four Hong Kong families in \$50,000 homes in the last three weeks, and is now dealing with a Chinese whose fortune is estimated at \$40,000,000.

He said the exodus started about six months ago with the Communist-inspired riots in Hong Kong, and is continuing as fast as Canadian immigration officials can process the applications.

"These are good stable families and have a lot to give this country beside their money," he said. "They are all well-educated, speak excellent English in many cases, and are bringing us a lot of technical know-how."

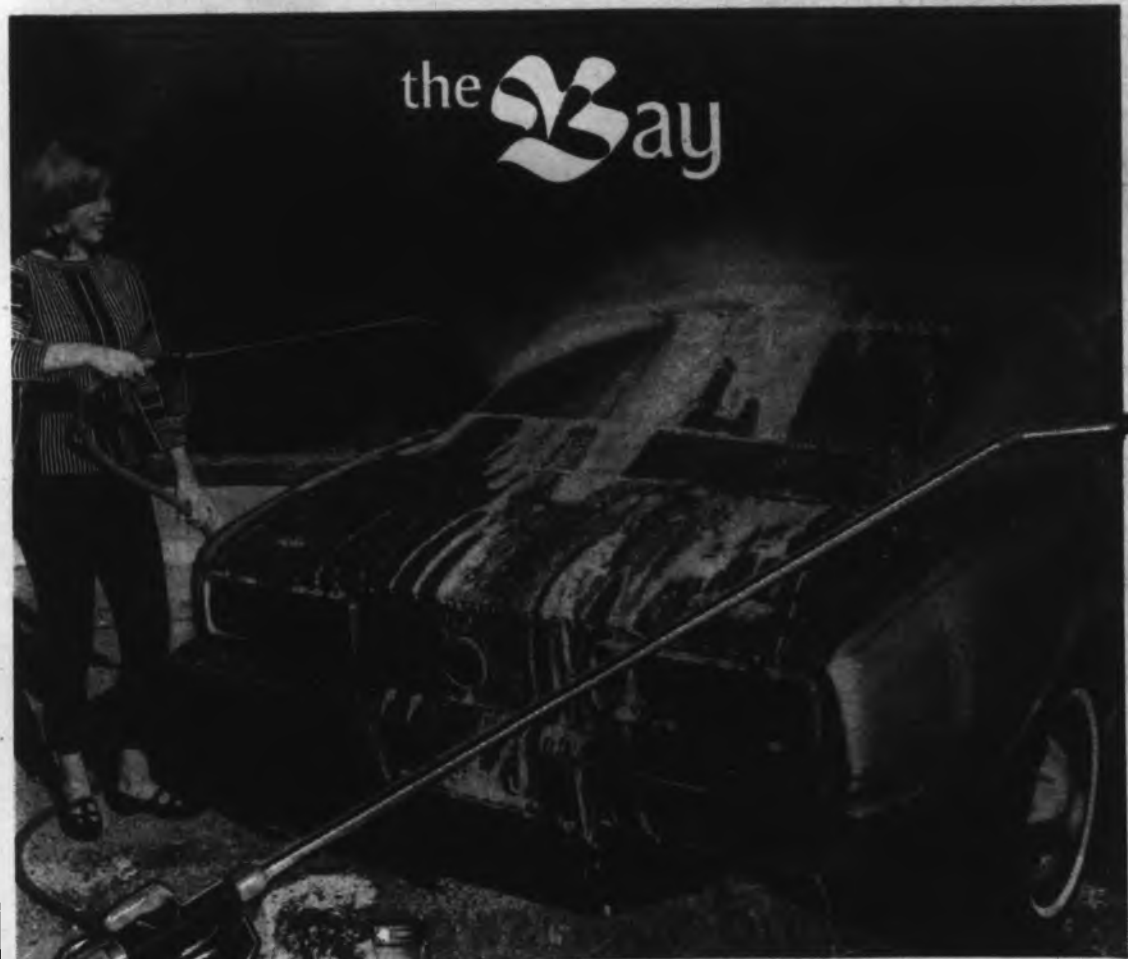
"Many of them are manufacturers and are looking forward to setting up new factories here."

An estimated 1,450 merchants, manufacturers, engineers, physicians and skilled tradesmen applied for immigration visas last month.

"They see Vancouver as a great port on the Pacific rim where they can continue to

sell to their old markets from a more stable base of operations," he said.

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Pictured above is Mrs. Val Robertson, 1701 Barrie Rd., Victoria with her husband and son Ross, being presented with the keys to a new 1967 Mercury Cougar. Mr. Eric Pelser, manager of the new de Luxe Safeway, Fort and Foul Bay Rd. makes the presentation. Mercury Cougar was the prize in the recent store opening contest.



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CANADA 100



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of
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Centennial Edition

THE COVER

Created by Victoria designer Robert G. Wilson. Theme: mountains, forests, snows and waterways of Canada against the national emblem.

A Prologue

by Bruce Hutchison

A Challenge We Cannot Evade

ONE hundred years ago a dubious constitutional entity was born into a world which hardly noticed its birth. But Canada is much older than Confederation. Between Champlain's landfall at Quebec, in 1608, and Queen Victoria's proclamation at Ottawa, in 1867, stretched more than two and a half centuries of toil, danger and dumb suffering in the wilderness before Canadians were ready to launch their first national experiment.

Actually Canada had been a series of local experiments, and a gamble against heavy odds, from the beginning. So it still remains, though the odds have altered, in its centennial year. That is the hazard, the test and the glory of an undertaking unique among the adventures of mankind.

"Where in the page of history," cried George Brown as he argued the case for Confederation, "shall we find a parallel to this?" There was no exact parallel then. There is none today. And no sure map of the future, no precedent to guide us, only the shrewd common sense, the native Canadian hunch, which built the nation in the first place. It will be enough for our purpose if we are worthy of the original builders.

When he formally introduced the Confederation scheme to the joint Parliament of Upper and Lower Canada, on January 19, 1865, Lord Monck, the governor-general, proposed the unlikely "creation of a new Nationality," and Lord Carnarvon, presenting the British North America Act to the Parliament at London, uttered a bold prophecy: "We are laying the foundations of a great state—perhaps one which at a future day may even overshadow this country."

"If Canada is to endure it must recapture the unwritten spirit of 1867 as well as the written contract . . ."

Such were the daring hopes for Confederation. We and our successors must confirm or deny them by means more costly and permanent than this year's passing celebrations. The challenge issued on our first birthday cannot be escaped a century later, or in all the centuries to come.

No nation has better reason than Canada to celebrate its hundredth birthday. Probably no nation has ever celebrated with more enthusiasm, more elaborate preparation, more lavish ritual. Yet surely no nation has celebrated with more doubt and inward questioning.

Behind the gaudy lights and bonfires we discern those shadows unseen by the stranger, and the dark question mark overhanging our tomorrow. But the shadow should not be confused with the substance. Any man who looks with unprejudiced eye will see that the substance is vast, rich and fair, an estate unsurpassed anywhere, and equalled in few places in this or any other age.

The Canadian, beset by the nation's many problems, may not be the best judge of its prospects. The foreigner who visits it in the centennial year will say that with all its familiar

The Author



The introduction to this Centennial edition is written by W. Bruce Hutchison, Victoria's greatest contribution to Canadian journalism. He began his newspaper career in the city, was later editor of the Victoria Times, now editorial director, The Vancouver Sun. He is author of three prize-winning books on Canada and was first winner of the Royal Society of Arts award for distinguished journalism in the Commonwealth. His best known books are "The Unknown Country," "The Struggle for the Border," and "The Incredible Canadian."

Both UBC and the University of Calgary have conferred honorary degrees on him.

troubles Canada is perhaps the most fortunate land on the face of a crowded, tortured planet.

In neutral eyes the Canadian experiment must be judged a success—a greater success by far than the Fathers of Confederation, the four little colonies that joined it and their four million inhabitants could possibly expect.

Sometimes we have over-estimated our achievement. Sometimes we have disparaged it. A young nation, like a young man, is given to varying moods of confidence and doubt. Yet at a time of rapid, bewildering change everywhere we cannot afford to underestimate the wisdom, the foresight and, above all, the patience of the men who make the nation. For if we, too, must change our daily methods with the times, the qualities of these men are, or should be, unchangeable.

Even now we hardly realize the sweep of their imagination, ranging from the half-populated east, across the empty west to the Rockies and the Pacific shore. Assuredly they did not suspect their own powers or the dimensions of their prodigy.

Macdonald, Brown, Cartier, Galt, Tilley, Tupper and the rest considered themselves "provincial politicians," as Macdonald said. Some day, with luck and perseverance, they might grow into national statesmen. After the famous figures who framed the American constitution at Philadelphia, the assembly at Quebec looked mediocre, humdrum and pedestrian, more like a meeting of company directors than a decisive historical turning point.

The world, little noting nor long remembering that deceptively quiet debate, failed to observe that the Canadians, with their pitiable resources, their tiny revenues, their trackless jungles and their squalid towns, were grasping half a continent and altering the whole natural course of human events in North America.

It was typical of the Canadian character that they should approach this mighty task without fuss or fanfare, with only a sober competence, as it

seemed then. Now we can see, though they did not, that there was genius as well as competence in this work, and a secret flame of inspiration beneath the public air of mere craftsmanship.

Like the men at Philadelphia, the men at Quebec were attempting an unexampled and highly speculative venture which needed more than a written constitution to make it succeed.

Certainly the constitution itself was a marvelous invention, a deft and purely pragmatic mixture of British and American experience but different in vital respects from either. It was different and unique because it had to be in Canada's peculiar circumstances. And how firm were its footings in the earth, how strong and flexible its superstructure to survive the storms of the next century, as a great tree bends but never breaks in the wind!

Strong as it was, the constitution could not long preserve or explain the nation growing in its shelter. It is fashionable, almost canonical, among a school of modern historians to say that Confederation represented merely a negative reaction against the northward thrust of Manifest Destiny. It was that, of course, but it was much more than that or the experiment would have lasted half a century at most. As a unifying force, resistance to the United States proved useful and the Fathers of Confederation used it with skill, if not always with scruple. It provided one obvious element in their home-made chemistry. Alone, however, it could not long support a nation.

"... there was genius as well as competence in this work, and a secret flame of inspiration . . ."

Another and stronger element was needed—a positive force, a will to unity and nationhood, an unspoken longing for independence, to which we can give no better name than Canadianism. It is a rather drab and ugly word, but full of meaning that no foreigner can translate. The meaning was clear to us at the outset and grows clearer all the time. On it, and on no lesser faith, can the nation rely in its second century, now opening.

We are wise to tell our children how Confederation was devised, and how it functions through the legal structure, the parliamentary system and the apparatus of politics. But they will have to learn something besides these tangible facts before they become Canadians.

If Canada is to endure it must recapture the unwritten spirit of 1867 as well as the written contract. If the centennial of 1967 fails to carry this simple message it fails in everything. If it reminds us how much labor, risk and intelligence have gone into the making of our nation, and prepares us for an equal or harder task ahead, then the centennial will justify its expense and rejoicing, not otherwise.

The "new Nationality," as Monck called it, is old enough to understand that it must live thenceforth only on its own merits, since all the exterior props are gone. Our celebrations teach us the final Canadian truth or they teach nothing.

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A Foreword to this Edition

The history of Canada's century as an expanding nation has been described and analyzed, in all its facets, in numerous volumes by a variety of authors. But nowhere has it been presented in more meticulous detail than in the day-to-day coverage of the Canadian scene by the press of our country.

Thus it is fitting, as the nation now takes stock of a century of growth, that the press should attempt to summarize the highlights of our Canadian story, recall the men and women who helped to build our country, and point with pride to the developments, both on a national and local scale, which have brought us from a wilderness colony to our present position as a prosperous, thriving, responsible member of the world community. This is the purpose of this special centennial edition, Canada 100.

It is a far cry from the original four provinces of 1867 to the vast confederation of 20,000,000 people which today occupies half a continent. British Columbia has a particularly proud position in this development, for it was the accession of our province in 1871 that added the western rampart on the Pacific and gave the nation the actuality of "dominion from sea to sea."

The dream of the founders, the fathers of Confederation, was, to be sure, an improbable one. The logic of geography and the trend of economics both urged north-south associations with the rising giant that was our neighbor. But sentiment and an ingrained sense of destiny, ambition and a dim perception of what might some day come to pass, drove our forefathers to struggle westward, break out of the lakelands, tame the vast grassy plains, master the hidden passes of the snow-capped mountains, and surge out upon the Pacific shore.

That is an epic story in itself. But to the saga of the land has been added the chronicle of a people. They were diverse elements: the basic French and British stock, their progeny, the many new strains of Europe and Asia that were added during the decades—and always the native Indians, displaced, sometimes forgotten,

but slowly winning a respected position in a society and a culture from which they learned and to which they gave.

To the hazards and problems of distance and wilderness that faced the evolving nation were joined the even more tortuous puzzles of political and social development—the human factor with all its folly and nobility, its error and its atonement, its tragedy and its glory. Here was a human mosaic of the weak and the able, the little and the great, the sturdy rank and file and their chosen leaders, which depicts a story of courage, initiative and adventure that has few parallels.

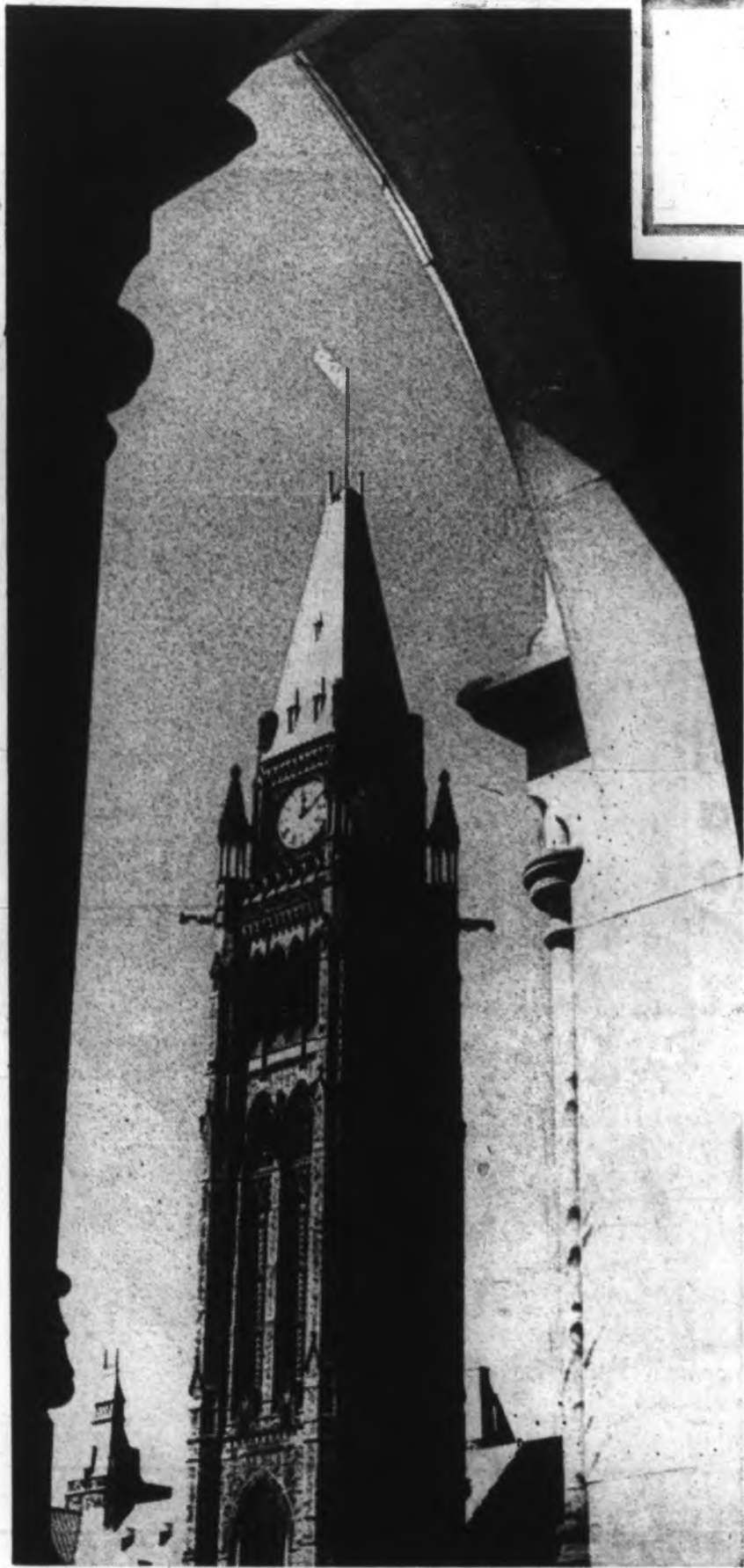
That is the story whose dramatic highlights are presented in the four sections of this centennial supplement. Its contributors number some of Canada's leading writers along with many who bring to their accounts the weight of personal involvement in the continuing pageant of our times.

The story does not end with the century. The two world wars, the lesser conflicts, the harrowing economic depression, the exciting exploitation of our natural resources, the rise of our great cities, the achievements of our country in transportation, in industrial production, in agriculture, in science and medicine, in political integration, in both financial and social contributions to the world community—these are thrilling chapters in our history but they are only the prelude to further episodes.

In this year, as Canada celebrates its one hundredth anniversary, we are faced with domestic controversy, with economic problems, with the difficulties of relationships with our neighbors and the reconciliation of our historic ties. These, too, are part of the story in these pages: a reminder that the task of nationhood is never finished, the ultimate victory never quite won. But the qualities of mind and heart that met earlier trials and triumphed are still ours, giving confidence that the problems of today and of the days to come will be faced and mastered as were those of the past.

That, too, is our story—the key to our existence and the motif of our day: Canada 100.

The Nation's Capital



Sentinel for Centennial Year—and every year—is Ottawa's Peace Tower which provides the main entrance to the nation's capital buildings on Parliament Hill



High on the banks of the Ottawa River stand the Parliament Buildings in imposing dignity



City Hall of Ottawa is on Green Island near the mouth of the Rideau River where it flows into the Ottawa River



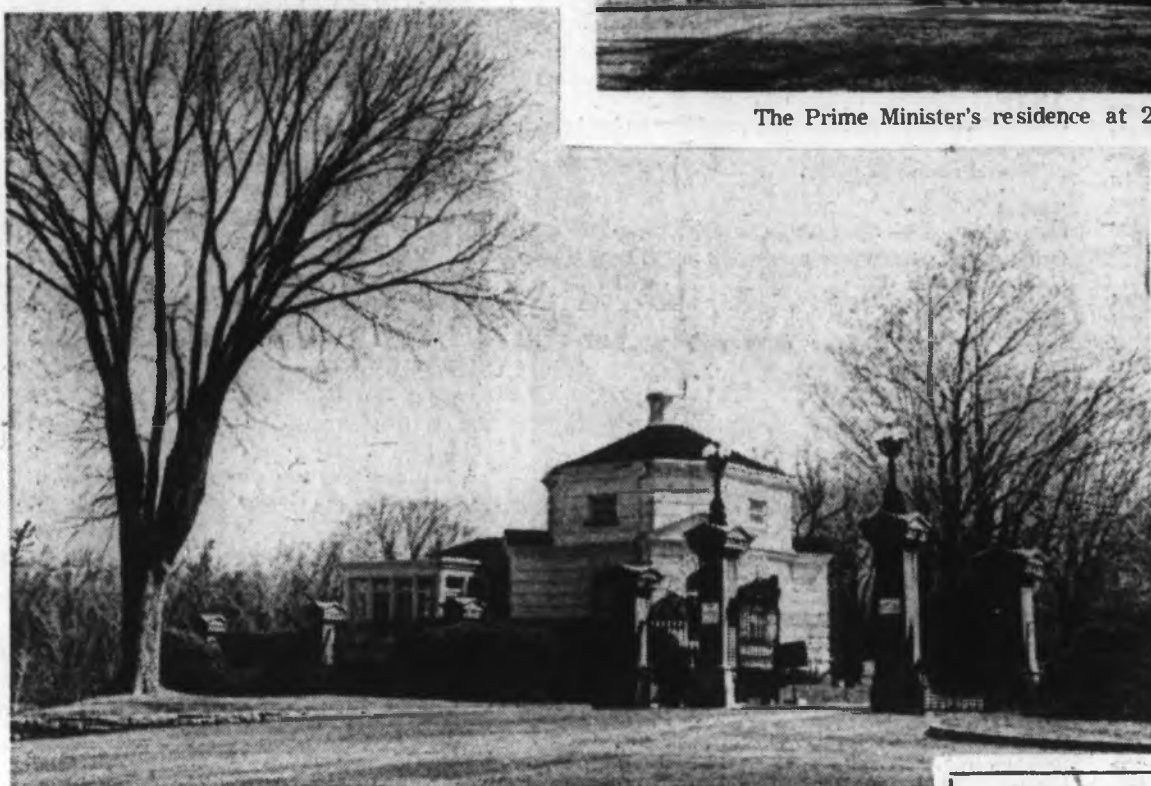
It is a city of parks and boulevards. This is the new Ottawa River Parkway



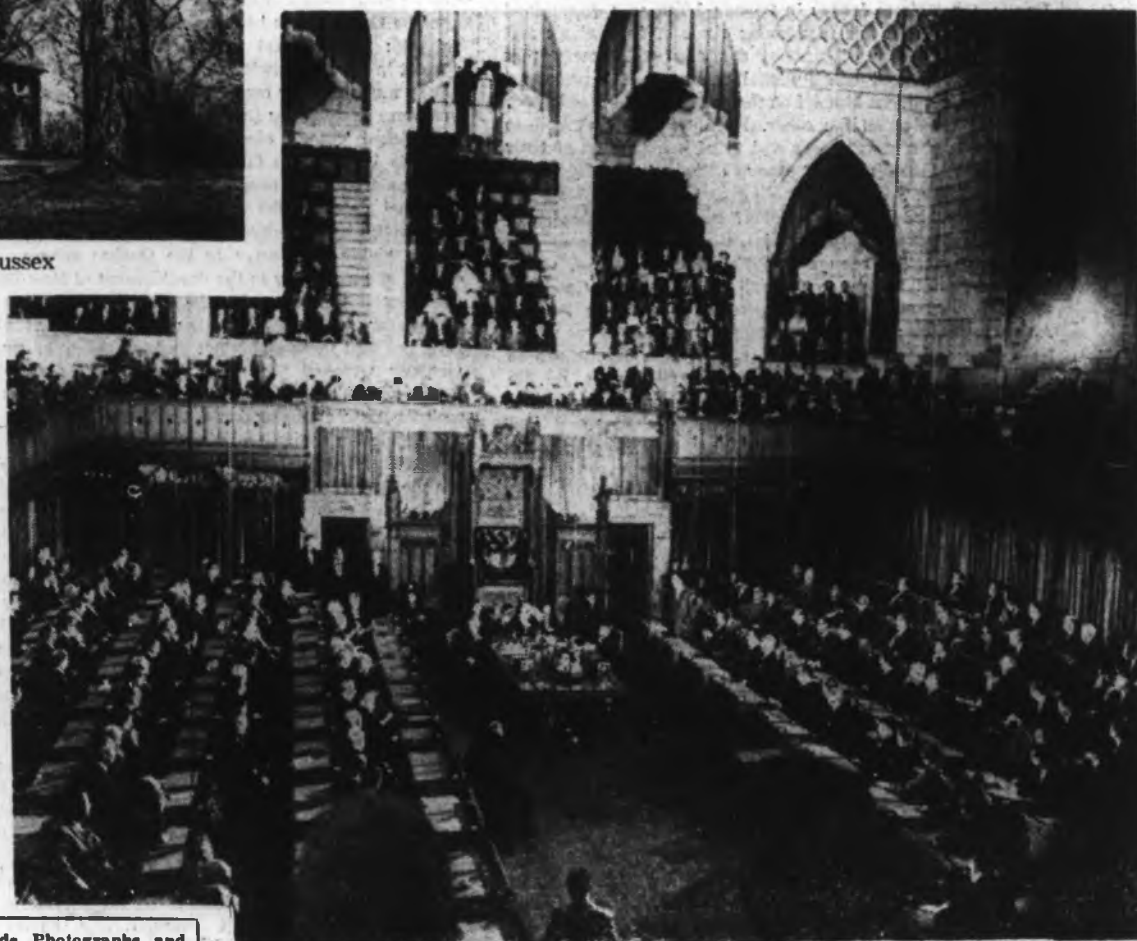
The new look in architecture comes to the fore in many sections of the city. This is the National Library



The Prime Minister's residence at 24 Sussex



Home of Canada's Governors-General is Rideau Hall. This is the entrance.



The national capital's main "office"—the House of Commons

Pictures by Dominion-Wide Photographs and Alex Onosko Aerial-Industrial Photography

THE AUTHOR, Donald Creighton, MA, LL.D., D.Litt., FRSC, is on the faculty of the University of Toronto. He is chairman of editors, Encyclopedia Americana. His writings have won many awards including the Governor-General's Medal for Academic Non-Fiction in 1952 and 1955. Among his numerous books are "Dominion of the North" (1944) and "The Road to Confederation" (1961). He was born in Toronto in 1892.



By DONALD CREIGHTON

WHEN the decade of the 1860's opened, most reflecting British Americans had come to the conclusion that the union of the provinces was the only way in which the survival of British North America could be ensured. This belief was brought home to them with a shock in the late autumn of 1861, six months after the American Civil War began, when an American warship stopped the British steamer Trent and took from her by force two Confederate agents bound for Europe.

For a few tense weeks, while Great Britain waited for the United States to comply with her demands for an apology and the restitution of the envoys, the British-American provinces faced the fearful prospect of a war in which they would almost certainly be involved. It was the worst danger that had confronted them since the War of 1812, almost half a century away; and they met it with a patriotic fervor and a sense of responsibility that were new in their history.

In that moment of crisis, British Americans realized, in a flash, their true nature and their proper destiny. They knew that they wanted to keep their association with Great Britain and that they were prepared to fight for their separate political existence in North America. They saw also—and this was the soberest lesson of the crisis—that their provinces were small, weak, widely separated, badly deficient in communications and vulnerable to attack.

The impulse toward union and nationhood for survival was strong; but so also were the current feelings of colonialism and dependence, the satisfied assumption that the British Empire by itself already provided the best union to which British Americans could possibly aspire. Ultimately British America would probably become a nation; but would it not be better to move towards this distant object deliberately and by stages instead of rushing prematurely into the doubtful experiment of political union? Would it not be ordinary prudence to begin by strengthening the economic relations of the provinces, by building a railway between Halifax and Quebec, and by promoting regional associations—a legislative union of the Maritime provinces, for example—as useful preliminaries to a general British North American federation?

Federation, Confederation Confronted Each Other

This seemed a sensible approach; but it failed not only to arouse enthusiasm but also—strangely enough—to produce definite results.

Repeated efforts to build the Intercolonial Railway as a co-operative work of the provinces concerned broke down amid recriminations. Maritime union remained a subject of discussion among a few colonial governors and colonial politicians.

Charles Tupper, the new premier of Nova Scotia, spoke favorably about the project, but he seemed to prefer a British-American federation. Leonard Tilley, a seasoned veteran of the tough politics of New Brunswick, had not pronounced publicly on the scheme. The most ardent advocate of Maritime union was Arthur Hamilton Gordon, the opinionated and determined lieutenant-governor of New Brunswick, who by the autumn of 1863 had persuaded Tilley and Tupper to take the subject up. Together, but without much enthusiasm or conviction, they proposed a conference on Maritime union during the summer of 1864.

At this point, when the time and place of the meeting were still undecided, the Maritimers were surprised to receive a letter from Viscount Monck, the governor-general of Canada, asking permission for his provinces to send a delegation to the proposed conference. This request was the important first result of a new coalition government which Canadian Conservatives and Liberals had just succeeded in forming, with the declared purpose of solving their intolerable constitutional problems.

The constitution of the Province of Canada, which was in form a unitary state but in fact a federal system, made for constant sectional conflict and weak and ineffectual government; and on June 14, 1864, still another cabinet, the Tache-Macdonald ministry, had been defeated in the assembly by two votes. If events had followed their usual pattern, this familiar crisis would have been followed either by the formation of a new and equally weak ministry, or by another and equally indecisive general election. But George Brown, the Reform leader in Canada West, was determined to break out from this maddening circle of frustration; and his generous offer of support for any government that seriously attempted constitutional reform led to prolonged negotiations between himself on the one hand and Macdonald, Galt and Cartier on the other. Eventually they agreed to form a coalition government and to seek a solution of their difficulties through what they called "the federative principle."

But what kind of a federation? Brown, the champion of Canada West (the future Ontario), whose main purpose was to free his section from French-Canadian pressures, would have preferred simply to federalize the existing Canadian union. It was not that he disbelieved in a future British-American nation; but he thought that its achievement would be a long and difficult business, and he was determined to free Canada West at once. Macdonald and Cartier, on the other hand, saw a British-American nation as an immediate possibility; they were ready to separate Canada East and Canada West but only on condition that they became parts of a general federation.

The Maritime Conference Was Opportunity They Needed

For a few days, the smaller scheme—"federation"—and the larger project—"Confederation"—confronted each other. Then Brown yielded, but not entirely. "Confederation" would be given priority, but only for a limited time. The coalition government pledged itself that if real progress towards a general union had not been made before the opening of the next parliamentary session, a bill would be brought in to federate Canada East and Canada West.

In these circumstances, the conference on Maritime union was an opportunity which the coalition government determined to exploit to the full. During the summer the ministers prepared their federal plan; and in September, at Charlottetown, they presented it with such persuasive force that it dominated the discussions to the almost complete exclusion of the official subject, Maritime union.

BNA Union Assured Security

The Maritime delegates were attracted to the Canadian proposal, partly because the idea of a great northern nation had captured their imaginations, and partly because Maritime union, which would have meant the disappearance of their local legislatures, was regarded with only tepid interest.

At the invitation of the Canadians, the Maritimers agreed to come up to Quebec for another conference at which "Confederation" would be the official subject. And at Quebec, on October 10, the Canadians began to present their scheme in a series of resolutions, which the Conference then debated, accepted, amended, or rejected.

There were few doubts or disagreements about the political ends these British Americans had in mind or about the political means they meant to employ. They were nation-builders, working on a grand scale, who intended to create a strong, centralized national government and an integrated and expansive national economy. They firmly believed that constitutional monarchy, parliamentary institutions, and responsible government on the British model provided the best and freest political system in the world. What they had to do at Quebec was to recast these institutions in a federal form, but without giving too much power to the provinces or weakening the predominant authority of the central government.

A strong central government, immune to the threats of "states rights" and the dangers of civil war, was necessary to plan and carry out expansion on a continental scale. And the 19th century, that wonderful age of steam and steel and rail, had made transcontinental dominion possible. Railways were not merely an adjunct of Confederation; they were of its essence.

The common outlook of these British Americans made agreement fairly easy on all major issues. Two attempts were made by a small group of Maritime delegates to change the centralist emphasis of the Canadian scheme; but these efforts were fairly easily defeated.

They Were Nation Builders Working on a Grand Scale

There was a more prolonged and heated debate over the composition of the future senate, for the Maritimers disliked the regional plan of representation proposed by the Canadians—a plan which would give the Atlantic provinces as a group the same number of senators as that given to each of the future Ontario and Quebec. The eastern delegates wanted more senators; but the only logical alternative to regional equality was provincial equality, and this was a status they could hardly demand, partly because they did not claim to be sovereign states and partly because they dreaded the disruptive strength of the American principle of "states rights".

George Brown's famous formula, Representation by Population, alienated the Prince Edward Islanders, for it gave the island only five seats in the future House of Commons; but throughout the proceedings the delegates from Nova Scotia and New Brunswick seemed in substantial agreement with the Canadians. And when the Quebec Conference closed towards the end of October, with the scheme completed in 72 Resolutions, everybody had high hopes that the federal union of British America would come into being in 1865.

Then came the hard, unexpected check of opposition. The 72 resolutions were to be presented to the provincial legislatures during the winter. But before a single local parliament had had time to give its approval, the scheme met what looked to be a fatal defeat in New Brunswick. A dissolution of the legislature would become necessary in that province within the next six months; and Premier Tilley was persuaded, against his better judgment, to call a winter election, with disastrous results. He was badly beaten by a coalition of Liberals and Conservatives opposed to the Quebec scheme; and in March, an Anti-Confederate government, led by A. J. Smith and R. D. Wilmot, was triumphantly installed at Fredericton.

Inspired by this crushing success, the forces opposed to Confederation rapidly gathered strength throughout the Atlantic provinces. The union movement had been badly checked and turned irrevocably back in defeat. Tupper did not dare to submit the Quebec scheme to the Nova Scotia legislature. It was shelved in Newfoundland. In Prince Edward Island, where public disapproval of Confederation seemed virtually unanimous, the Quebec Resolutions were emphatically rejected by the legislature. Only in Canada were they approved.

A British North American nation could certainly exist without either or both Newfoundland and Prince Edward Island. But the two mainland provinces of Nova Scotia and New Brunswick were essential; and without New Brunswick, which was the link between Canada and Nova Scotia, there could be no real union at all. If Confederation was to succeed, the Anti-Confederate ministry in Fredericton must be overthrown; it must be overthrown soon, or the coalition government in Canada would have to honor its pledge to George Brown and give up Confederation for the federal union of the two Canadas.

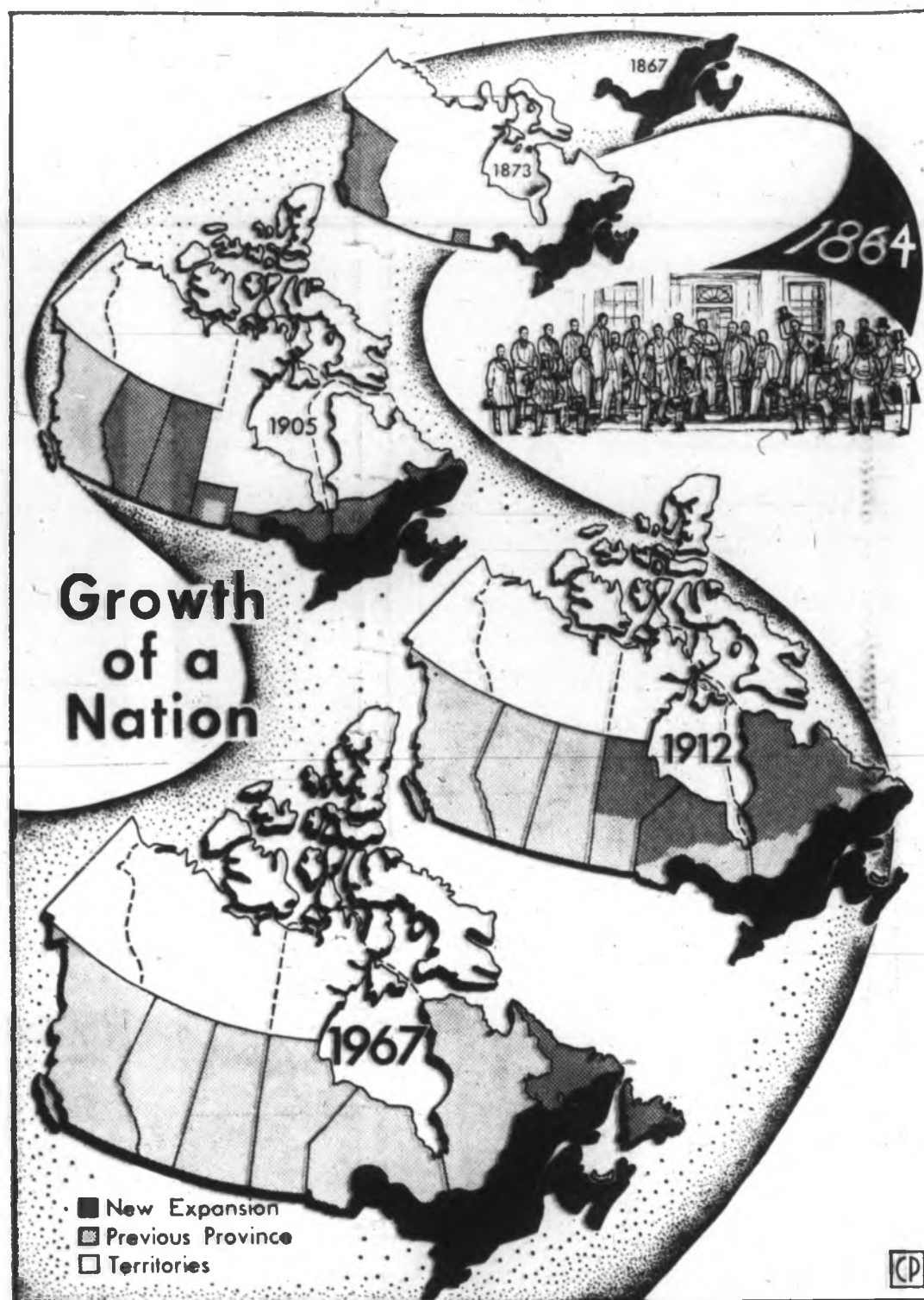
Confederates Had Little Time In Which To Work a Miracle

The Confederates had very little time in which to work a miracle; and the fact that they were able to reverse the verdict in New Brunswick in less than 18 months is a tribute, not so much to their own efforts, as to the impersonal forces that were working for British-American union. The Canadians replenished Tilley's election chest; the British government used its influence in favor of Confederation. But, by itself, this would not have been enough.

What defeated the Anti-Confederate movement in New Brunswick was the failure of the Smith-Wilmot government to find a viable alternative to the Quebec scheme. The best chance of success lay in the development of New Brunswick's commercial relations with the United States. But his hope was badly damaged when the province failed to link its railways with those of Maine; and the policy as a whole was virtually wrecked when the United States abrogated the Reciprocity Treaty in 1866, and faced all British America with its post-war protectionist tariff.

A Fenian raid on New Brunswick in the spring strengthened the patriotic justification for Confederation and left the Anti-Confederates open to the charge of disloyalty. If the Smith-Wilmot government had opposed Confederation on principle, it might have stood out against these misfortunes. But what the Anti-Confederates attacked—and for different and contradicting reasons—was not union, but the Quebec scheme. Under the pressure of events, the ministry began to disintegrate. Wilmot openly became a Confederate; Smith gave union an equivocal approval. In the end he trapped himself into resignation; and in the general election of June, 1866, he was beaten even more decisively than he had won 18 months before.

The only important road block in the way of Confederation had been removed. Nova Scotia and New Brunswick quickly agreed to renew the discussions for union; and that autumn, Canadian and Maritime representatives met in London for a final revision of the Quebec Resolutions. The British North America Act, which passed the Imperial Parliament in March, 1867, was a characteristic product of British-American political ideals and experience; and it had been made possible, not through any accidental and temporary combination of circumstances, but as a result of strong and permanent forces in the nature and history of British America.



First 50 Years

The hundred years since Confederation have been eventful, as the following chronology bears out. These years are the stepping stones we trod from colony to emergence as one of the major secondary powers in the world.

Here is the way we progressed:

1867 British Parliament passes British North America Act. Sir John A. Macdonald forms cabinet and wins first election. First Parliament meets.

1868 Queen Victoria rejects appeal of Nova Scotia anti-confederates for dropping province from Confederation.

1869 Dominion government gives N.S. better financial terms; first use of "equalization payments." Louis Riel seizes Fort Garry and proclaims Red River "provisional government."

1870 Manitoba constituted a province.

1871 British Columbia joins Confederation.

1872 Northwest Mounted Police organized. Canadian Pacific Railway organized. Macdonald government resigns over allegation that CPR paid into Conservative funds.

1874 Liberals under Alexander Mackenzie win general election.

1875 Dominion debt reaches \$116,006,378.

1876 Intercolonial Railway links Maritimes with central provinces. Alexander Graham Bell patents telephone.

1877 Wilfrid Laurier, 36, becomes cabinet minister.

1878 Canada Temperance Act, providing prohibition on local option basis, passed. Macdonald returns to power.

1879 Lieutenant-Governor Luc Letellier de St. Just of Quebec fired for dismissing Conservative government in 1877 Liberal coup d'état.

1880 George Brown, a Father of Confederation, killed by discharged employee.

1881 Population reaches 4,328,000.

1882 Federal electoral ridings redistributed.

1884 Riel opens rebellion at Duck Lake, Sask.

1885 Riel surrenders after forces routed, and is hanged.

1886 Vancouver destroyed by fire.

1887 CPR transcontinental line opened. Britain empowers Ottawa to negotiate foreign commercial treaties.

1889 Rock slide kills 45 at Camp Hammond, Quebec City.

1890 Manitoba Schools Act, suppressing separate schools, passed.

1891 Macdonald dies in office, succeeded by Sir John Abbott.

1892 Newfoundland erects tariff against Canada.

1893 Wheat crop reaches 50 million bushels.

1895 Women's suffrage bill defeated in Parliament.

1896 Klondike gold rush touched off by find at Bonanza Creek. Liberals under Laurier elected.

1897 One wing of Parliament Buildings burned. Canada enacts Imperial preference, raising tariffs against U.S.

1898 National plebiscite, testing opinion, favors prohibition.

1899 Canada sends troops to Boer War. Doukhobors from Russia land at Halifax, 2,300 strong.

1900 Canadians spearhead victory at Paardeberg and help raise siege of Mafeking.

1901 Prohibition launched in P.E.I.

1902 Trans-Pacific cable from Vancouver to Brisbane completed.

1903 Alaska boundary dispute decided in favor of U.S.

1904 Toronto hit by \$11 million fire.

1905 Provinces of Alberta and Saskatchewan created.

1906 Britain hands over fortresses of Esquimalt and Halifax to Canada.

1907 Marconi establishes transatlantic wireless service with base at Glace Bay, N.S.

1908 Forest fires destroy three Kootenay, B.C., towns, with 70 dead. J. A. D. McCurdy makes Empire's first heavier-than-air flight at Baddeck, N.S.

1910 Royal Canadian Navy established by legislation.

1911 Trade reciprocity treaty with U.S. proclaimed. Conservatives win election and discard reciprocity.

1912 Boundaries of Quebec, Ontario and Manitoba extended to Hudson Bay and Strait.

1913 Worst Great Lakes storm in history takes 168 lives as 13 vessels wrecked.

1914 Canada enters First World War.

1915 Canadians hold line at Ypres under gas attack.

1916 Parliament Buildings destroyed by fire.

They Lead Canada Into New Century



GOVERNOR-GENERAL D. ROLAND MICHENER

Greetings From The Governor-General

To the editors and readers of this Centennial Issue I send warm greetings and best wishes. We are living in an exciting year in our history, and I am convinced that all of us should try to understand the true significance of this Centennial assessment of our Confederation with a view to using the lessons of the past to shape our future. We may look with pride on the splendor of our heritage and growth, the preservation of our basic freedoms and our progress in spiritual and moral development. Our pride should be tempered with a sense of humility and thanksgiving for the bounty that Providence has bestowed upon us.

We may rejoice that Canada is still, and with our continued dedication will long remain, a country of challenge and opportunity where people may live and labor in freedom and dream and plan for the future with hopefulness and trust in our institutions and our Creator.

We may be proud too of the many origins, cultures, traditions and religious faiths which we share with each other. Our pride in our diversity should lead us to grow in a sense of brotherhood, to seek constantly that mutual respect and comprehension which lead to harmony and fraternity. In so doing, we shall be led to think not only of the welfare of our fellow Canadians, but of the well-being of all peoples, so that we may act within the family of nations with generosity and compassion, and with an appreciation of the interdependence of all mankind.

Let us, therefore, mark this Centennial Year with the significance it deserves, in gratitude for the blessings of the past and with resolution to work for an even brighter future. May I wish you all the happiness which will come from your thoughtful participation in our anniversary celebrations.

Roland Michener



PRIME MINISTER LESTER B. PEARSON



PREMIER W. A. C. BENNETT, B.C., 1952—



PREMIER R. THATCHER, Sask., 1964—



PREMIER E. C. MANNING, Alta., 1943—



PREMIER J. P. ROBERTS, Ont., 1961—

A CHALLENGE FROM THE PRIME MINISTER

Make Our Freedom More Secure ... Our Unity Stronger

We are celebrating this year a century of national independence and we have many reasons to be proud of and thankful for our achievements.

We are also observing the beginning of a new century of Canadianism — in a world so different from what it was at the beginning of our independence that much of what is commonplace today would have seemed to the Fathers of Confederation like the wildest of Utopian dreams.

During the last few years we have discovered that while we were busy marshalling the vast economic resources of our country, we were also, though not so consciously, accumulating invaluable resources of the mind, the heart and the spirit.

A national and a noble purpose has been evolving during our first hundred years of Confederation which is uniquely Canadian: the deliberate and willing choice of social and cultural diversity over social and cultural conformity. It is on this purpose that I believe the highest hopes for the future of Canada must rest. It is one of the intangibles of our nationhood, but it is also the force that promises the greatest and most rewarding achievements for the Canada of tomorrow.

As we move toward our second century, I dream of a Canada where the individual is never forced to shape himself inflexibly to economic and political systems, but where he

can enjoy a maximum of freedom and opportunity to fulfill his most cherished personal aspirations; and to develop his full potential as a human being.

It is a challenge for us to make our freedom more secure and our unity stronger in the diversity of our racial, linguistic and cultural origins. By our success in building a nation on the foundation of variety and diversity we will achieve a triumph not only for Canada but for all mankind. The fundamental test facing mankind in this age is to build a world where individual and national freedom is secure among all the diversity of nations and cultures and political systems, but where interdependence is recognized as even more compelling than independence. Surely this is a dream to inspire every imagination and seize the support of every spirit.

We must, therefore, ensure that the national purposes we pursue, as we embark upon our second hundred years, are founded upon human principles that have universal and permanent value. Then we can be as certain as any people that our nation will endure because it will deserve to endure.

Lester B. Pearson



PREMIER D. ROBLIN, Man., 1958—



PREMIER L. J. ROBICHAUD, N.B., 1960—



PREMIER J. R. SMALLWOOD, Nfld., 1949—



PREMIER R. L. STANFIELD, N.S., 1956—



PREMIER F. D. JOHNSON, Que., 1966—



PREMIER A. B. CAMPBELL, P.E.I., 1966—

'Since 1914 We've Been Learning About the Facts of Life'



We Navigated Troubled Waters

By FRANK F. UNDERHILL

Author Frank F. Underhill, FRSC, is a former professor of history now in the senate of Carleton University, Ottawa. After studies at Oxford University and University of Toronto he was curator of Laurier House, Ottawa, 1935 to 1939.

He won the Governor-General's Literature Award (non-fiction) in 1961. His books include "In Search of Canadian Liberalism," "The British Commonwealth," "Dufferin-Carnarvon Correspondence," "The Empire At War" and "The Canadian Forces in the War."

WHEN the First World War broke out in August, 1914, Canada had been preparing to celebrate a century of peace with her only neighbor, the United States. On Christmas Eve, 1914, it was 100 years since the signing of the Treaty of Ghent, which had officially brought the War of 1812-14 to an end. By that Christmas Eve some 30,000 Canadian soldiers were in Europe, the largest military force, as our somewhat bombastic department of militia boasted, that had ever crossed the Atlantic in human history.

During the 19th century Canadians had been protected against the pressures of power politics in Europe and other non-North American parts of the world by British imperial power.

Since 1914 we have been learning about the facts of life. The primary significance of the First World War to us is that it marks the point in our history at which we began to assume the full responsibilities of a mature people in a world of autonomous nation-states.

We weren't intellectually prepared for war in 1914; but, so far as our activities in Europe went, we rose

magnificently to the occasion. The fighting career of our armed forces in the war has left us one of our greatest national traditions. Ypres, the Somme, Vimy Ridge, Passchendaele, Amiens, Canal de Nord are, or should be, proud names in our history. The Canadian Corps became a body second to none on the Western Front because of its tough fighting qualities, its capacity for discipline, its team spirit, its technical inventiveness.

And the record of Sir Robert Borden and his colleagues in Commonwealth and international diplomacy was equally distinguished. Canada's position in the new Commonwealth and the new League of Nations is another of the great achievements in this period of our history.

Perhaps of equal importance in the building up a national spirit was the consciousness that we had done better than the Americans. The Americans came late into the war and did not distinguish themselves.

Why then, did this sense of achievement not carry us on to further achievements during the long armistice between the two wars? The reason, is, of course, that at home in the years 1914-18 the national unity of the Canadian people was badly disrupted. English Canadians and French Canadians did not agree as to the extent of Canadian responsibilities overseas, and in 1917 the issue of conscription produced the greatest political crisis that the country had seen since 1885.

Mackenzie King has never been given sufficient credit for his success in reuniting the English and French wings of the Liberal party after the bitter divisions of 1917. In effect he made it the governing party of Canada for the rest of his life. From 1921 until his retirement in 1948 the Liberals were out of office only for a few weeks in 1926 and for the five years of the unhappy Bennett interlude of 1930-1935.

All our experience since we won responsible government in the 1840's goes to show that Canada cannot be successfully

We met our wars manfully. You can read that in faces of defence workers meeting Prime Minister W. L. Mackenzie King, left. And you can see it in the famous scene right, by the camera of Claud Dettloff, when the Duke of Connaught's Own Rifles marched through New Westminster on their way to war. The author says the unity of war has not lasted through the post-war period.



governed — i.e. so as to lead to a reasonable degree of "consensus" — except by a political party which wins substantial support both in English-speaking and in French-speaking Canada, and whose leaders are prepared to stick together through thick and thin. Only the Liberal party since the First World War has continuously met this condition.

In countries spreading across a continent, like Canada and the United States, successful parties must also overcome the divisions between East and West, between farmers and city dwellers, between workers and employers, between rich and poor. But in Canada the deepest division is between English and French; and this provides the acid test of any party that claims to be nation-wide. Because of his success in meeting this test, King ranks with Macdonald and Laurier among our statesmen. He didn't exactly unite us, but he was the man of his time who divided us least.

But he failed to bring back the old pre-war classical two-party system. And the reason was that in domestic affairs he failed to find a policy that could take the place of the old nation-building policies of the first two generations of Confederation. Macdonald and Laurier had both pursued essentially the same policies — railway building, immigration, and tariffs for the protection of industry. By the 1920's these had served their main purposes. Canada was overbuilt with railways; and the tariff was now a divisive rather than a uniting policy. The country needed some new "National Policy."

The essence of 20th century politics in all advanced western countries has been the development of the social-welfare, economic-planning state. By 1918 there were two young Canadians who had the vision to see what 20th-century domestic politics were going to be about — Mackenzie King, who had just written a book about Industry and Humanity and J.S. Woodsworth, who was about to build a new political party on these social policies. But King never showed any energy in this direction after he gained office, and Woodsworth was unable to convert enough of his fellow citizens. When Canadian public opinion finally did catch up with the 20th century, the provinces claimed priority in social responsibilities.

So we are still looking for a national policy that we can all carry on together. We have been backing into the social-welfare, economic-planning state. But perhaps the philosopher was correct who stated that backing into the future is the favorite mode of political locomotion in most societies.

At any rate the post-war Canada began in the 1920's with a break-up of the old two-party system of Liberals and Conservatives, which has never recovered. Most Canadians today do not know what a two-party system is. The Progressives were followed in the 1930's by the CCF and the Social Crediters, and by a variety of Quebec nationalist parties.

In the great crisis of the depression of the 30's neither Liberals nor Conservatives showed up very well. And no new radical movement capable of uniting English and French emerged. Bennett's solution for the terrible unemployment, for the prairie drought and for the collapse of overseas markets, was a tariff of unprecedented height. Neither he nor King showed any of the lively sympathy with suffering, the experimental attitude towards new policies or the capacity to mobilize public opinion that marked the administration of Franklin Roosevelt.

Let us turn from the depressing picture of the failure of Canadian statesmanship in the domestic sphere to what happened in external policy. One of King's greatest achievements was to complete the process towards Canadian

independence which Laurier and Borden had carried forward in the earlier years of the century. He won separate treaty-making powers for Canada in the Halibut Treaty of 1923. In 1926 he came back from the Imperial Conference with the famous definition of the Commonwealth. Britain and the Dominions were declared to be freely associated in the Commonwealth as autonomous nations, equal in status, in no way subordinate one to another in any aspect of their domestic or external affairs. In 1927 a Canadian minister was appointed to Washington; and a little later the Canadian high commissioner in London achieved the status of a diplomatic representative of an independent Canada.

King finally ended all the old attempts to make the Empire into a political imperial federation or an economic Zollverein. Evidently his work in this field met with a growing consensus among the Canadian people, for it was gradually accepted by the Conservative party. And this new position of Canada in the Commonwealth and the world at large was made particularly effective by the building up of an expert department of external affairs under O. D. Skelton. Without its own officials abroad and in Ottawa dealing directly with other governments, the Canadian government was dependent for its understanding of the outer world upon the British foreign office or upon the New York Times.

King's concrete policies in world affairs, as distinct from his winning of a new status, have met with serious criticism in our post-1945 days. He was essentially an isolationist, with a morbid distaste for commitments either to fellow Commonwealth members or to fellow members of the League. Canada, said his spokesman at Geneva once in the 1920s, lived in a fireproof house far from European or Asiatic conflagrations, and so didn't need the extra fire insurance that European states might have to take out. But we should remember that refusal of commitments was also usually the policy of British and American governments in those days; and that it was Borden who objected to the obligations of Article X of the League Covenant, and Bennett who objected to effective sanctions against Japan when the Japanese began to run amok in Manchuria.

As 1933 passed into 1934, the policy of non-commitment became increasingly unsatisfactory. But an open commitment to fight again in Europe would have alienated French Canadians and an open commitment to neutrality would have infuriated most English Canadians. In the end King prevented a serious cleavage in Canada by delaying commitment until Hitler had made it evident that war was the only way to stop him.

When war did come King's skill in holding English and French together in Canada — even if it involved some very unheroic twistings and turnings about the theme of "conscription if necessary but not necessarily conscription" — saved us from a repetition of the disaster of 1917. And it is evident now that he was the only leader who could have held us together.

As a government organizing the Canadian war effort his cabinet gave Canada about the best administration she ever had. Canadian soldiers, sailors and airmen were mobilized on a greater scale than in the First World War, and again gave distinguished service. At the peacemaking and in the post-war years Canada played a part as a middle power which has won her a high reputation throughout the world.

But the unity of the war effort was evidently artificial. It has not lasted through the post-war period. Since the Second World War that sense of impending greatness with which, in spite of bitter domestic controversies, we came out of the First World War, seems to have disappeared.



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B.C. Government Photo

Vancouver Island residents have secret places for contemplation of nature's splendor. One of their favorites is Forbidden Plateau, near Comox where alpine flowers decorate placid lakeshores.



New Brunswick Travel Bureau

Sea sculpture on the shores of the Bay of Fundy, bordering New Brunswick on the south, is accomplished by the tides—highest in the world. Salty winds are an added abrasive which shapes these works of art.



Pride of Perce, Quebec, at the tip of the Gaspé Peninsula, this rugged portal proves the invincibility of the sea. It is one of Canada's foremost landmarks and tourist marvels.



Don Reels Photo

The Indians called it Nee-a-gara, a prettier sound more suited to its loveliness. Niagara, on the Ontario-U.S. border, too beautiful for one nation, is shared by two. Canadian Horseshoe Falls are at right; U.S. Falls at left.

Prof. A. R. M. Lower, BA, MA, AM, PhD, LL.D., D. Litt, FRCS, professor emeritus of history at Queen's University, is one of Canada's most distinguished writers on the subject of his specialisation. He has twice won the Governor-General's Medal and the Tyrrell Medal as well. He was born in Barrie, Ont., in 1899.



By A. R. M. LOWER

THE Canadian Confederation was not put together with fire and sword: there was not much heat about it. It was mainly a matter of convenience, though here and there it was possible to discern flickers of national pride. It was based on two large provinces and two small ones, and right there the initial mistake—an unavoidable mistake, admittedly—was made. The two large provinces were then, and have ever since proved to be, too big for the good of the whole.

It is asking too much of "the Fathers" that they should have foreseen this, still more that they should have had the courage to divide Ontario and Quebec into several parts, even if that solution would otherwise have been possible. John A. Macdonald, however, as early as 1860 had clearly perceived that the old Union in its half generation of existence, 1840 on, had drawn much of the life out of the conception of the old provinces of Upper and Lower Canada: he had talked about "Canada West" (Upper Canada, later Ontario) as being made up of at least two halves, dividing around Kingston. As it was, Ontario was to grow into the bulk of a Prussia within the former German Empire; while Quebec, in its separate and alien past, would more and more become the country's irreconcilable Bavaria.

In 1870, such considerations were barely on the horizon, but they were discernible. Macdonald was already deploring the provinces' tendency to take a "states' rights" view of the constitution. Riel and others were kicking up such a fuss in Red River that the racial split, after a period of existence —

Conflict in Confederation

partially buried but not dead — was once more coming to the surface. It would force the creation of a new province, largely to satisfy (and later to disappoint) French racial aspirations. And it would be answered by attacks on the French minority in a province far distant from the new Manitoba, that is, New Brunswick.

Thanks to political activity and the privy council, New Brunswick in 1873 considered that it had abolished racial and linguistic schools in French districts. These, while becoming "public" (publicly supported) schools, did not cease to have French and Catholic teachers, as they continue to have down to this day.

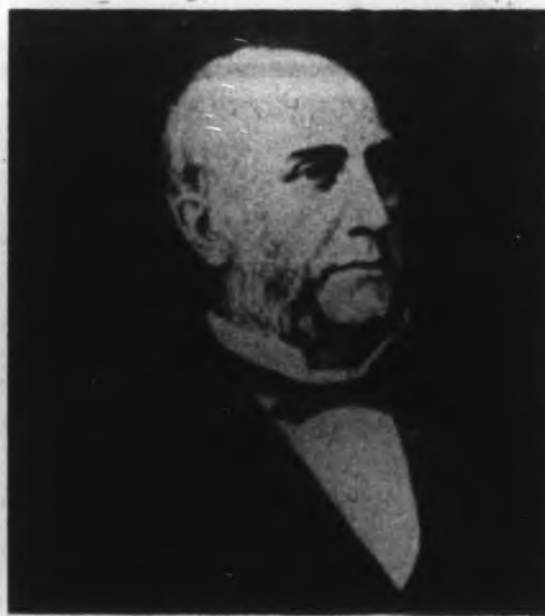
New Brunswick's attempt to restrict the French language is among the major counts in the French indictment of the English. Another followed in the next decade as a result of the Northwest Rebellion, namely, the condemnation and execution of Louis Riel. Just reward for a traitor, said the English. Miserable murderers' revenge, said the French.

Eighty-two years later, Riel, though hanged, is not yet dead. His hanging lighted anew the torch of nationalism in Quebec, this time with Honoré Mercier applying the match. It carried him into the premiership of his province. To each outburst by one race, there was an answer by the other: the ultramontanism of the 1870s, flowing from the Vatican Council of 1870, represented to Ontario Orangemen the attempt of the Pope of Rome to take over the country. It led to their vindictive demand for Riel's head. Mercier's nationalism, piled on top of that, led to D'Alton McCarthy's crusade against Catholic schools in Manitoba and to the proscription of the French language in the legislature of that province. That agitation led to the outbursts of Bishop Lafleche in Quebec.

The abolition of the right of the Manitoba Catholics to tax themselves in support of their own schools led to their determination to maintain those schools, and that again, to the demand — renewed continuously down to the present — for restoration of taxation and linguistic rights. At the end of the century another racial ulcer opened through the divisive effects of the Boer War.

The permanent relationship of the two races seems to have been one of constant hostility, sometimes covert, sometimes open, but except for 1885, stopping short of bloodshed. This is our Canadian heritage. We shall do well if we get through this centennial year without the wound once again beginning to bleed. Or has it ever stopped?

The racial conflict, while by all means the dominant theme in Canadian history in the first generation of



GEORGE BROWN

A newspaper editor and publisher, he occasionally backed his printed words with his fists. He came out of opposition in 1864 to team with an old enemy, John A. Macdonald, saving the tottering administration and laying the groundwork for confederation.

Confederation, as today, was not the only one. The new country was almost immediately precipitated into the area of foreign affairs. Sir John went off to Washington, member of a British diplomatic mission, to salvage what he could of the Canadian rights to the Canadian fisheries, possibly to get a new deal on reciprocity, and also to try to find some compensation for the American Fenian invasions. By being persistently obstinate, he constrained the British into

supporting his fishery demands, but not the Fenian claims. These the Americans refused to discuss — the British had forgotten to put them on the agenda!

John A. got a taste of what Canada meant to Great Britain compared with the United States. Ground between upper and nether millstone, her hang-dog loyalty kept her in line in 1870 and on similar, though less drastic occasions, right down to the settlement of the Alaska boundary case in 1903. That shook a good many scales from eyes, but by no means all.

John A.'s troubles were not over with such matters as these. If the new country were to extend from sea to sea in any real sense, the scattered provinces would have to be bound together with a railway. It was the promise of a transcontinental railway — and that to most sane men of the period seemed lunatic — that had been used to bring in British Columbia, that vast Macdonaldian stroke which brought us out to the Pacific. It was the unfortunate side effects of trying to keep that promise that were effective in throwing Macdonald out. For the old yet ever new bugbear of Canadian life, corruption, reared its head in the so-called Pacific scandal, which came close to defiling the prime minister himself. The voters, partly out of repugnance at the unsavory mess and partly, no doubt, because they had a chance to draw themselves up in their rectitude and believe that they were not as other men were, publicans and sinners, gave his government a resounding conge. The honest, doctrinaire, simple and ineffectual Alex Mackenzie, became the second prime minister in 1873.

Mackenzie soon found out what it was like, trying to keep going this thing of bits and pieces called Canada. For he had hardly got settled in office when a gale began to blow, in the shape of a commercial depression: this lasted during his five years of office and was one of the big factors in his being turned out in 1878.

Mackenzie also had to face division from within, for his "Liberal Party" was only a collection of separate groups. Nova Scotians began to clamor for "better terms." Quebec Rouges (Liberals) felt the weight of the Catholic Church, whose bishops and ultra-Catholic laymen were proclaiming the incompatibility between Liberalism and Catholicism. Ontario Canada Firsters, led by Edward Blake, distrusted a government championed by the great Behind-the-Scenes George Brown.



Edward Blake had a different view — or perhaps a dozen different views — from George Brown on the nature of this country. He became the idol of the Canada First party or group, which stood for the fullest possible autonomy for the country and for the development of a national culture that would give some reality to the political structure.

Brown at heart was a Scotsman rather than a Canadian. He turned his guns on "Canada First," but shooting down Edward Blake was not so easy. He was so far successful, however, as to make him restless as an associate of Mackenzie's. Blake's subsequent in-and-out relationship to the Liberal cabinet was one of the causes of its weakness.

That cabinet also had to suffer the after-effects of the Riel disturbances of 1869-70 in Manitoba: Riel was still at large — somewhere! And in Montreal, Orangemen "walking" on the Twelfth of July, 1878, provoked riots that led to bloodshed and caused the Mackenzie cabinet to be assailed with cries of "pro-Fench" or "pro-Catholic."

All this dissension could not hide the fact that a small flash of national spirit had emerged out of Confederation, as Canada First and its periodical 'The Nation' indicated. But it was a provincial, indeed even a municipal, flash, for it did not reach beyond English and Protestant Ontario, nor its components — its members — much beyond Toronto.

With the dissolution of this first national group, Canadianism was put to sleep for a considerable period. It had a minor revival in the 1880's, when the editor of The Week, a young New Brunswicker, Charles G. D. Roberts, gave it a lift, not only through the journal but also through his poems. Roberts found others to second him. The literary work of Charles Mair, who had been one of the original members of Canada First, was over, but Archibald Lampman was inspired by Roberts, and Duncan Campbell Scott was also beginning to write. The poets of the 1880's and 1890's gave color and shape to the concept Canada, and it looked for a moment as if a national culture were dawning.

It was a false dawn: the lone and lonely bard or novelist could not stand up against the market competition from Great Britain and the United States, for he found little support in a local audience. The movement died away. Perhaps it was too self-conscious to survive. But it was no more so than some of the leading novelists of our day, Hugh MacLennan, for example. That small fraction of the Canadian public which reads anything at all, still reads mainly English and American works; but the small fraction of a fraction that today reads Canadian is much larger in numbers than it was in the 1880's, so that an occasional author can make enough from his writing for his bread, though not his butter. As Sir Walter Scott said, literature is a good stick but a bad crutch.

Continued on Page 9



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Rivalries of the Founding Nations Dominant Theme of Canada's History



"It just won't work"

Continued from Page 8

The tale of woe from the 1870's and the 1880's is not yet finished. The depression of the 1870's projected into Canadian public life an issue that ever since has divided the country: the tariff. Sir John tried to cure the depression by a familiar nostrum, higher duties on imported products. His charm put it over in the form of "The National Policy." Protection versus free trade remained one of the major issues of Canadian politics until in our own day it became more or less buried in larger matters. It may come alive again now that American industry, by simply buying up Canadian concerns, has found an easy way to jump over any tariff walls.

Another aspect of the National Policy, finishing the Canadian Pacific Railway, Macdonald Conservatism went at with a will and this time without being caught out in corruption. Sir John himself lived to ride a train through the mountains to the Pacific, (1886) and this was the logical completion of his life's work, although he lived to win two more elections (in 1887 and 1891).

lying around the north of Lake Simcoe. The Northern Railway had got through from Toronto to that lake early in the 1850's. Later it reached Georgian Bay. This added two of three counties to Toronto's hinterland, and in the 1870's and 1880's, these were just coming into full production.

In addition to the farm in such regions, there was the forest. It was at that period that the "pine plains," on which Camp Borden is now located, were stripped of their crop: this was taken down to Toronto and thence across Lake Ontario, or out through Collingwood to the great new market of Chicago. As the pine was cut, the mills moved on farther, each extension of the railroad meaning a new mill. After 1870, the Northern Railway was pushed on successively to Orillia, Bracebridge and finally North Bay. There it connected with the new Canadian Pacific, and gave Toronto direct access to the slowly opening west. This meant considerable local prosperity.

Other areas, such as the Ottawa valley, presented more or less similar pictures.

The relatively old rural areas of Ontario probably were not made unduly uncomfortable by the long downward sag in prices. The West itself in the period, with the exception of the best parts of Manitoba, was not much of an oasis: there had been some fairly rapid settlement in Manitoba, especially after 1878, when the first railway connection with the "outside" was secured, but frost, low wheat prices and general depression drained much of this off in the early 1880s, so that Manitoba, as a new province, was having a hard time getting on its feet.

Perhaps the most telling factor in the country's continuing to hold together was simply the dogged determination to go on. Or should we just recall that picture of old Queen Victoria which hung in practically every Canadian home? At any rate attempts of men like W. S. Fielding in Nova Scotia to take a province out of Confederation failed, and Fielding later on ended up as one of Laurier's ministers.



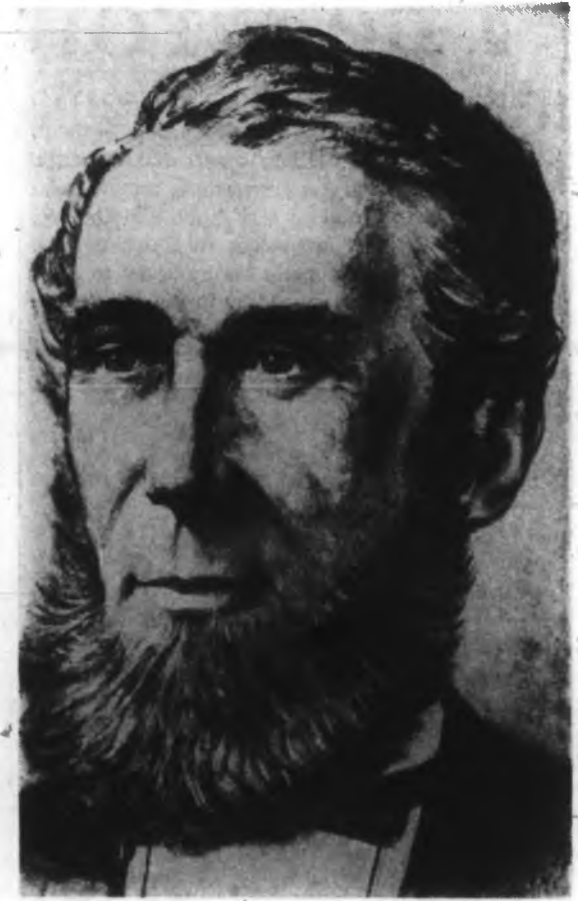
An attempt in a similar direction, in which Fielding was a major leader, was the fight for "Unrestricted Reciprocity" or "Commercial Union" (1888-1891). With Macdonald's victory in the election of 1891, it ended in failure. Canadians, it was becoming evident, were not going to exchange the disabilities of their existence — they could scarcely be called hardships — for a snug place in Uncle Sam's house of many mansions.

There we probably have the ultimate explanation: whatever else they are or are not, Canadians, when the issue has come, have always seemed determined not to be Americans. They might become as like "the Americans" as two peas in a pod, but they have always seemed determined to retain the separate identity.

In the early 1890s, the long dull times deepened to their point of maximum depression and for two or three years, streets of houses in the larger towns stood empty, their late occupants gone — gone, in all probability, "across the line." Things looked bleak. The central government was at its weakest, with the party in power divided into factions and answering, uncertainly, to five prime ministers in as many years.

Yet the ultra-discerning could have seen a new light breaking. The sun was slowly rising — in the West! For with the trend upwards of world prices from the low point of 1893, it became profitable to grow wheat again. Once more, in the middle 1890s, as before, people began to come into the West, and the great movement for the settlement of the Prairies got under way.

In conclusion, it seems the fate of this country to encounter one storm after another. (No one needs to be reminded of the latest one, separatism). This has meant — and it is to be hoped that readers will allow the full meaning of these words to sink in — that IN PRACTICALLY EVERY GENERATION, WE HAVE HAD TO REWORK THE MIRACLE OF OUR OWN EXISTENCE.



ALEXANDER MACKENZIE
"Honest, doctrinaire, simple, ineffectual . . ." he was Canada's second prime minister in 1873.

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Another factor in deepening the depression of the 1870's, causing it to drag on with occasional breaks until the mid-nineties, was the long cycle of price decline that set in after the American Civil War. No blame for that could be attached to the Canadian government, but the Canadian government was powerless to do anything about it, so that it had to look on helplessly while the citizens of this country streamed off to the greener fields and more available lands of the western prairie states. North Dakota was virtually populated from Canada, as was also the northern part of Minnesota; South Dakota only less so. The end of good land had come in eastern Canada about 1860, and in the 1880's several big points delayed the settlement of the Canadian west: political unsettlement, a frost-free period too short for the strains of wheat then available, a defective land policy (when were Canadian land policies not defective?), the superior attractions of the lands below the border, and above all, the lack of transportation.

With all these disabilities, it is a wonder the country was not ruined. "There is a lot of ruin in a nation," Adam Smith had remarked when talking about a similar dismal prospect in his own day. Canada proved to have a lot of ruin in it, but it did not collapse. Despite a quarter of a century of disappointment and adversity, the country held together. How was this?

There are various factors in the explanation. The exodus of the 1870's and the 1880's was a kind of blood-letting which, while it left the patient weak, got his temperature down and allowed him to come to some kind of terms with his fate. The country was still heavily rural, so that the mere fact of people leaving the land did not matter much to those who stayed behind. People have always left the land: they have no option, unless it is to divide farms up among heirs into smaller and smaller bits, and no one wants that.

Again, there were important causes of growth. One of these was the city of Winnipeg. Another was the country

What it means to be a hundred



As we Canadians reach our hundredth birthday we pause for a moment, to look back.

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technology, the vigour and the imagination of each new generation.

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years ago, has shared in this experience and contributed to our growth as a nation.

Today we pause to give thanks to those who have gone before us. They have made an incalculable contribution to what we are today and what we can be.

We have reached our first century as a nation, and now, let us move forward together to the next milestone.

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'The Trouble With the North Is Tomorrow'

THIS piece is not about the last century in Canada's North but about today's problems there. Canadians know something about the romantic sagas of early explorers, prospectors, miners, missionaries and the folklore of Eskimo and Indians. But today's task of preparing that unbelievable land for the 21st century is far less easy to comprehend. It can't be scanned by Robert W. Service nor envisioned by a soapstone carving.

The trouble with the North is tomorrow. All the king's horses and all the king's men who could not put Humpty

Dumpty together again at least had something in mind. Today's experts on the North—such as scientists, administrators, economists, humanitarians, geographers, wildlife

By I. NORMAN SMITH

people—are putting together bits of knowledge and experience without any pattern to work on, for the uncertainties are far greater than the certainties.

Progress in further developing the North is likely to be as

laborious and slow as the ice-fighting discovery of the Northwest Passage. Indeed, the courage of the pioneers could prove a dubious talent in today's team members who must reckon not with snow and cold and physical hardship but with such questions as these:

How great will be the wealth of oil under the ground or sea? Where will it be? What is the best way to bring Eskimos and Indians into our times? What is to be the place and pace of education and church in frontier life? How control the politicians' desire to win votes against the stern reality that the North must be backward in comforts and privileges for many a decade yet? How long will the North be Canadian yet not a full-fledged member of Confederation, with provincial rights equal to those of Prince Edward Island, which is fifteen one-hundredths of one per cent of the North's area?

Let's look at the background to those questions. The Northwest Territories and the Yukon together contain about 1.5 million square miles, nearly two-fifths of all Canada. But in the 1.3 million square miles of the N.W.T. there are but 25,000 people, and in the Yukon there are but 15,000.

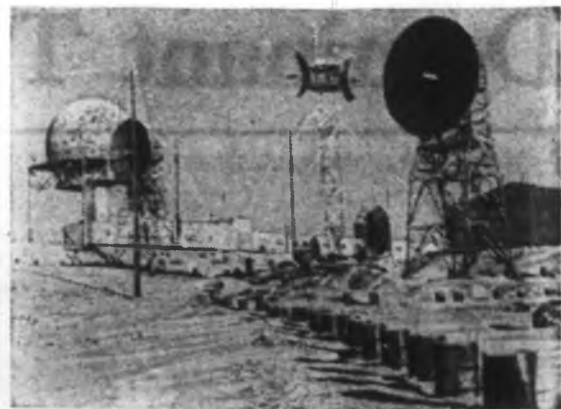
The Yukon has a territorial government with a resident commissioner, as has the Northwest Territories. But each is greatly dependent upon the federal government for financial support and administrative assistance, particularly the N.W.T. Considerable power over each, therefore, remains with the federal government.

Being a smaller and a more prosperous economic unit, with easy access to commerce by shipping, the Yukon is the more advanced in its hopes to attain provincial status. The vast N.W.T. has the greater future on any count: size, population, wealth, significance to the rest of the nation. But those factors, plus its raw backwardness, make it an expanse of uncertainty as to what it is to become, why, where and when.

To seek answers to those questions the federal government established the Carrothers Commission in June, 1965. It reported last December as to the political questions, as follows:

The N.W.T. should not be divided into two East and West parts now, though that was "probably inevitable"; there should be a resident commissioner in Yellowknife, to be named the new capital; the territorial government should have its own civil service so to be more independent of federal government influence; the territorial government, or council, to be composed of appointed and elected members with the latter in the majority; that council to have more and more "say" over Northern affairs.

But on the question of economy, present and future, on



Radar stations bristle with scientific equipment.



—National Film Board Photo.

Signal lights are not needed in Eskimo traffic lanes.



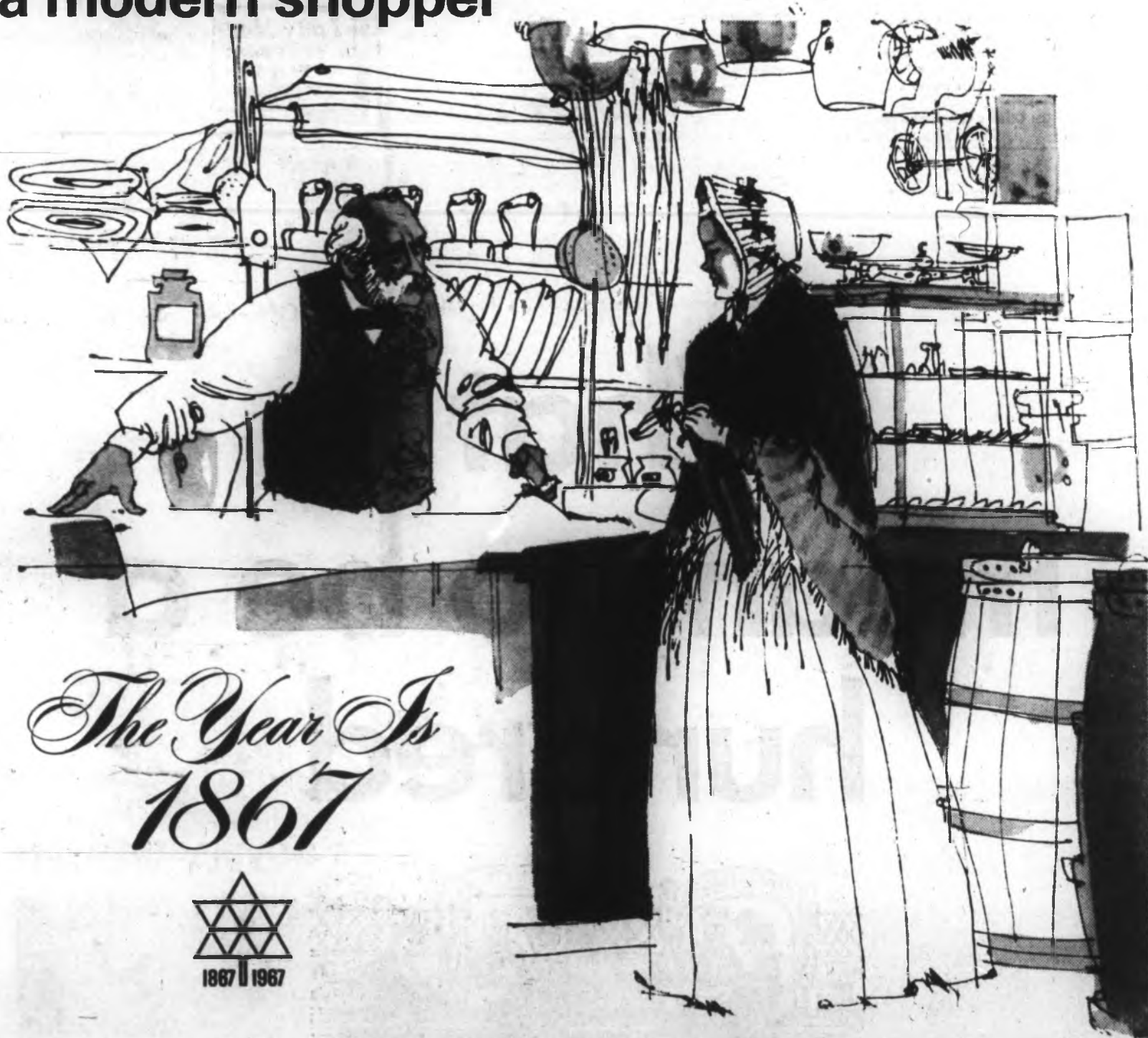
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Sitting Bull Sat Here

There was near panic in Canada's prairie regions in 1876 following the massacre of General Custer and his 276 soldiers in Montana by Chief Sitting Bull. His war party immediately crossed

into Canada. There were only 214 officers and men in the Mounted Police at the time, but they kept Sitting Bull at peace until he returned to U.S. in 1881, never to return.

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By modern standards, shopping in 1867 was quite a chore.

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The Victoria Hearing-Aid Co. is the oldest established hearing-aid service on Vancouver Island. At the time of its inception Mr. Tye, a graduate teacher of lip-reading, had been teaching the subject for five years at the Victoria Night School. He also helped organize the Victoria Club for the Hard-of-Hearing, of which he was secretary for seven years. Mr. Tye, who was born in Victoria and has resided here all his life, is a member of the pioneer Hickman Tye family.

Both Mr. Tye and his wife, who operate the business, wear hearing aids and have done so for many years. They have worn aids since these aids weighed several pounds until the present day when many weigh less than an ounce.

The last thirty years have proved to be historic years in the development of hearing aids. The aids now provide clearer, more natural hearing without clothing noise (since they are headworn) and are much smaller and more comfortable to wear, so that the Victoria Hearing-Aid Co. is able to help far more people than was possible before.

VICTORIA HEARING AID CO.

209 Yarrow Building 645 Fort St.



Protected from white hunters, polar bears are Arctic monarchs.



Old section of Yellowknife retains frontier look, 600 miles north of Edmonton.

The Land That Listens and Broods

Continued from Page 10

coming crisis in the North." Let's study him a moment or two:

"Even the most ardent Northern enthusiast is unlikely to claim that its renewable resources—the harvest of the field, the forest or the sea—will ever be of any great importance. There have, indeed, been furs and fish from the North, but these will not provide much if any growth for the future. We

have little hope in the North for any substantial development of farming of any kind or of commercial timber.

"Whatever economic importance Canada north of the provinces may have in the future will come from minerals. The area of precambrian rock in the Northwest Territories is three times that in Ontario, and the probability of metallic mineral occurrence is similar. What we have in Northern Ontario we are likely to have in the Northwest

Territories—multiplied by three. So, too, for oil and gas. The sedimentary areas of the Northwest Territories, similar in nature to those of Alberta, are three times as great in extent—about as much as Alberta on the mainland and twice as much in the Arctic islands. It is not unreasonable to expect that the amounts of oil and gas may be in proportion to these areas—and three times the oil wealth of Alberta is quite a lot! Our real problem in the North is likely to be not so much in the eggs as in the hatching.

"Until we find economic solutions to mass cargo shipments by air or to under-ice transportation by submarine or pipeline, the Arctic Ocean remains a barrier, not a seaway, and the Canadian North is at the end of vastly long ribbons of transportation to the south. Oil that is too costly to move may stay where it is."

So what to do? As the senior civil servant in Canada and clerk of the privy council, Mr. Robertson's views, even his dreams, are worth noting carefully. He suggested that as the North's competitive position is poor, either for foreign or Canadian markets, Canada might have to take a long view, as we did in building our national railways, and subsidize the production of its mineral and other wealth. This could help build our nation, but he conceived it might also be the answer to "the human problem" of the Eskimos and Indians. We may be faced, he said, "with one of those great and inevitable tragedies that will not yield before human ingenuity. However, the least we can do is to recognize the problem and consider what may be possible."



This green valley lies in Arctic Circle near Bathurst Inlet.

How Do You Grow a Beard? Just Ask Ann

Do you have trouble answering letters? So does Ann Altimas, official answerer for the federal Centennial commission at Ottawa.

Some of her mail defies reply.

For instance, a high school in Maple Creek, Sask., plans a debate on whether too much is being spent on the Centennial.

Both sides have written the commission, which is doing most of the spending, for facts to strengthen their arguments. Let's see a paragraph machine handle that.

Centennial mail began pouring in around Christmas, when the whole continent evidently became aware of the imminence of the Canadian birthday celebrations.

The flow jumped from about 75 letters daily to an average 300, with peaks of 1,000.

Communities ask for guidance on Centennial celebrations — "How do we grow beards?" and things like that.

Then there are the highly individualistic requests. A

Toronto woman demands tickets for the Queen's garden party and foreigners offer to come to Canada if the commission will pay their way.

Canadian kids write for pictures of the Fathers of Confederation but an American lad wants one of "Sir George Washington."

Whole North American classrooms have chosen Canada or the Centennial as an essay theme.

A Grade 5 class in Barstow, Calif., asks some typical questions:

—Is there still a Queen up there?

—Who is your president and I want a picture of him?

—Would you send me some pictures of your little cities, towns and villages?

—Is it cold up there?

Prepared pamphlets about Expo 67, the subject of many requests, or centennial events, help Miss Altimas answer most letters but some demand a lot of leg work.

"It's no use forwarding them from one government office to another," she said

in an interview. "It could go on indefinitely."

Some students in effect invite her to do their essays but instead she mails them a list of reference books they can get from the school library.

She often sends flags, pins and other paraphernalia dealing with the celebration to the great out-there.

"We sent a radio station some samples," she recalls. "They wrote back and asked for 2,000 of everything."

The public is a demanding beast.

"I would like some information on PT in the last 100 years," wrote one boy.

"You have made visiting Canada a tempting proposition," a Wyoming boy says in response to one of her warm, detailed replies.

"Dear Ann Altimas," writes a Montreal lad, in a salutation that has a syndicated ring, "Thank you for your information on the health heroes." That's right — the health heroes.



Icebreaker chews through northern vastness.



"We have failed to appreciate the enormous difficulty of adapting people to a new situation for which their culture, their standards of values, their concept of life and their ideas of human relationships give them no preparation whatever."

The Eskimo and Indian populations are rising more rapidly than the national average, despite their high death rate. There was no chance, said Mr. Robertson, that these people may be provided with a livelihood within their own frame of life. "There is no way back: none." They must be enabled to adapt themselves to our way of life. "We apparently assumed—if we thought about it at all—that the nomadic way of life could go on forever and, moreover, that for these people nothing more was wanted, needed or deserved."

Adaptation and education are the two methods to meet the problem of the North, says Mr. Robertson. It is too late to help the older people, but a start must be made on the younger. This, together with area development programs to assist adaptation and "heavy" government assistance to selected mineral resource areas, might combine to make up for Canada's negligence in earlier years. It would take 25 years or more, a lot of effort and a good deal of money, but:

"Without a special effort I can see no means by which we can avoid a tragic failure to meet the needs of the one group of undeveloped people for whom we, the second richest nation in the world, have a national responsibility."



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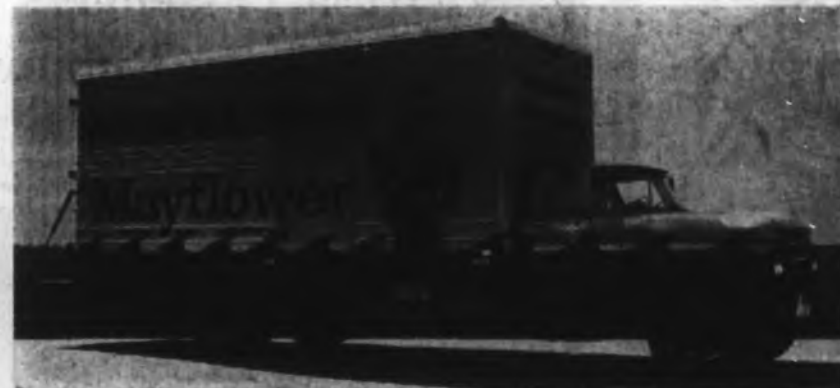
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Rails and Roads United a People

By WILFRID EGGLESTON

THE actual legal union of British North America was achieved by politicians and statesmen, as everybody knows; but the British North America Act would have remained little more than a "scrap of paper" if it had not been for the engineers, the inventors and the craftsmen who were currently making such a union physically possible.

Indeed, without them no union would have been attempted.

British North America was "a string of beads" with vast distances and formidable barriers between most of the beads. The engineers and technicians bridged the gaps and brought the Canadian people physically together.

Watt and Stephenson, Fulton and Molson, Henry and Morse, who with their colleagues gave us the locomotive, the



Wilfrid Eggleston, MBE, is a journalist of wide experience. Born in England in 1901 he is an honor graduate of Queen's University, a former teacher, newspaper reporter and author who ultimately became professor and director of the department of Journalism at Carleton University at Ottawa. He served as a member of the royal commission on Dominion-provincial affairs in 1957-58 and was wartime director of censorship. He has made many CBC broadcasts on Canadian affairs and is the author of several books.

steamboat and the electric telegraph, are in a sense Fathers of Canadian Confederation also.

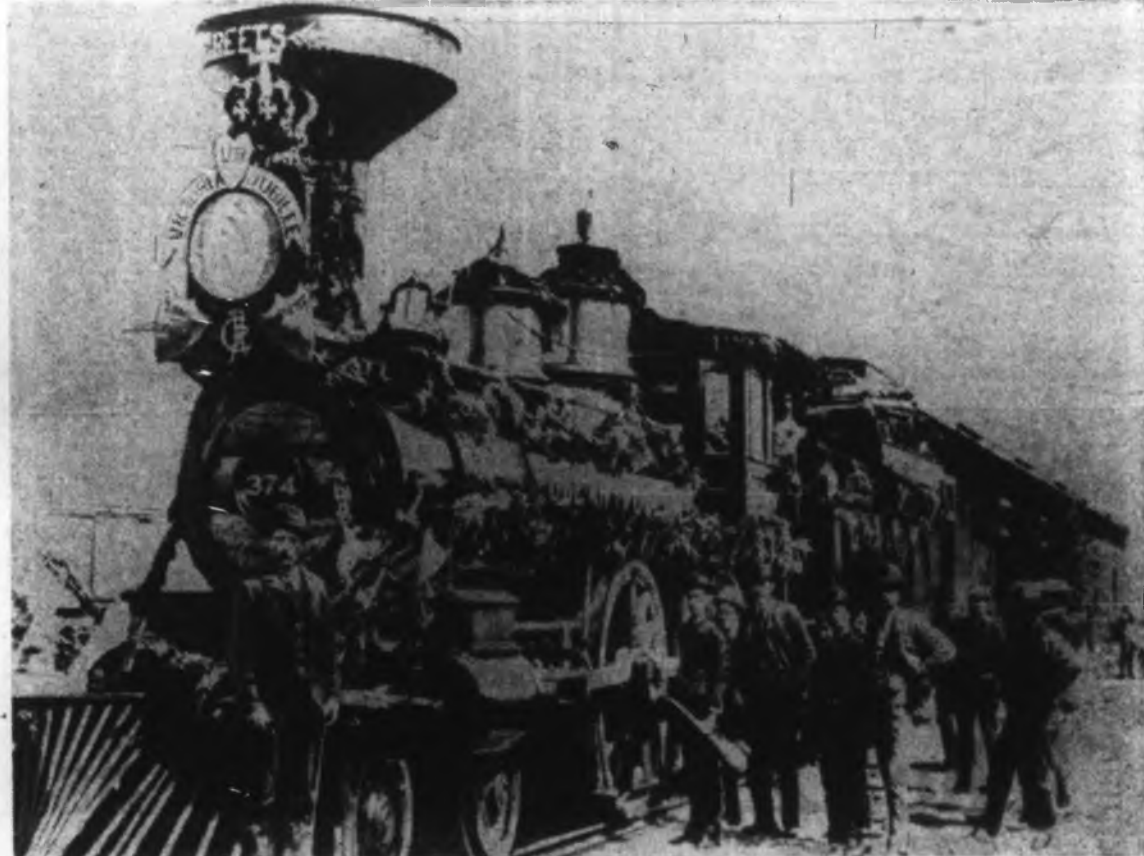
Early advocates of union of the British colonies had to face up to the brutal facts—that between central Canada and the Maritimes, communication was virtually cut off for five months of the year, that a thousand miles of wilderness lay between Toronto and Fort Garry, that "The Great Lone Land" and "A Sea of Mountains" separated Fort Garry from the Pacific Ocean.

Only after a study of early transportation in British North America does the present-day reader get the feel of those times.

The winter links between Lower Canada and the Maritime provinces in the pre-railway age were fantastic. George Glazebrook, historian of Canadian transportation, documents a trip made by an army officer in 1814, from Halifax to Quebec City.

To hire a sleigh from Halifax to Annapolis cost the officer \$80; from there to Digby, \$16. After waiting a few days at Digby he caught the packet for Saint John. This took only six hours. At Saint John he had to wait until the ice froze solidly on the river. Then a sleigh to Fredericton cost him \$28. The next 85 miles, to Presqu'Isle, came to \$32. Now he was leaving civilization behind for a while, and had to take to snowshoes. After long and painful experiences he managed to get to Riviere du Loup. There he reached civilization again, and caught the post carriage for Quebec City, which carried him in comfort the remaining 111 miles in two days.

This, you may say, was long ago; but the land link between the Maritimes and Canada was still slow and primitive right up to the eve of Confederation. Edward



First passenger train reached Vancouver May 23, 1887.

Watkin, an English railway promoter, undertook in 1861 to travel from Quebec City to Saint John by land. He had to use a canoe along Lake Temiscouata and down the Madawaska River, proceed by slow stages in a spring wagon past Woodstock to Canterbury. There he came to steel and rode the railway to Saint Andrews, from which point he took a boat to Saint John.

Such facts give point to the language of the Halifax editor, opposing Confederation, who wrote in 1866:

"We don't know each other. We have no trade with each other. We are shut off from each other by a wilderness, geographically, commercially, politically and socially. We always cross the United States border to shake hands..."

Such language could have been used with even greater emphasis about the gulf which yawned between Central Canada and the Far West.

A classic journey from Toronto to salt water near present-day Vancouver, taken just before the Confederation Conferences of 1864, throws a powerful light on the difficulties to be faced in adding Manitoba, Rupert's Land and British Columbia to the four eastern provinces.

Dr. Cheadle and Lord Milton, who have been dubbed Canada's first transcontinental tourists, left Toronto for the west on July 8, 1862.

The first part of their trip, thanks to the railway-builders, went well. They were in Detroit on the 9th, and in Chicago on the 11th—even revelling in the luxury of sleeping cars. That sort of soft life was about over. At St. Anthony, Minnesota, they reached the end of steel. Mail coach and spring wagons carried them to Sauk Centre and then to Georgetown on the Red River.

About two weeks after leaving Toronto they set off down the Red River in canoes. Two miserable mosquito-infested weeks later they had proceeded only as far as Pembina. Here, mercifully, they were overtaken by another device of the Industrial Revolution, the Red River steamboat. They climbed aboard and on August 7 were in Fort Garry.

There they were outfitted for the journey west. On August 23 they left Fort Garry for Fort Carlton. By the time they got to the Saskatchewan River, they were told it was too late in the year to thread the passes of the mountains, so they went into winter camp in what is now central Saskatchewan.

The following April they left Fort Carlton for the mountains, which they first sighted on June 25.



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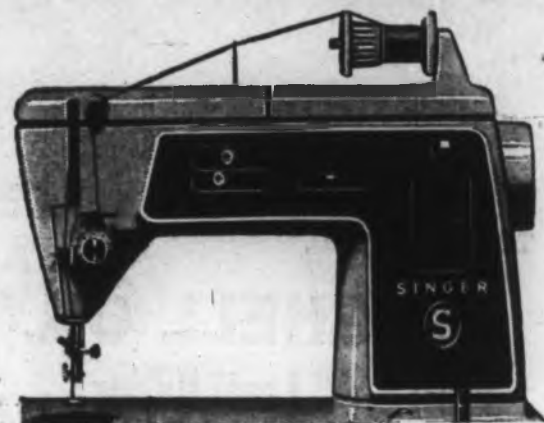
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February 10th, 1886, the steamer Active went from Victoria to New Westminster to begin a government mail contract linking British Columbia with San Francisco. Victoria passengers circu-

lated a rumor that the pilot had been paid to run Active aground in the Fraser because New Westminster was so proud about her first visit from an ocean steamer.



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The Great Performances!



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No Place is Isolated . . .

No Place Is Distant

Continued from Page 12

that it was not until the 1950s that the first modern through highway was able to pierce it. The Rocky Mountains, the Selkirk and the Coast Range added up to a still more stubborn barrier. No language is too extravagant to praise the work of the surveyors, the engineers and the artisans who thrust the thin ribbons of steel around the rugged terrain north of Lake Superior and who found a feasible route through Eagle Pass to salt water.

The Canadian Pacific Railway took 14 years to complete, and constitutes one of the world's major engineering feats. Once completed, in 1885, it cut the time for the journey made two decades or so earlier by Milton and Cheadle, from a heroic 14 months to a comfortable three or four days.

There were many times during the building of the CP: when sceptics and pessimists predicted that it would never be finished.

One eminent railway builder said that the line north of Lake Superior would be frightfully costly; it could not be worked at all in the winter months; and even if it could, there would be no traffic.

Even so sagacious a man as Edward Blake is quoted as disparaging the "two streaks of rust across the wilderness" over which he was confident, no "bushel of wheat" would "ever go to England over an all-rail route from Saskatchewan to the seaboard." It would "never pay for its axle-grease."

Until Major Rogers discovered the Pass which still bears his name—not until 14 years after Confederation—the Kicking Horse Pass route across the mountains to the sea looked like baffling the finest railway engineers, and being beyond the resources of 19th century technology.

The railway builders have had their share of glory. Perhaps the canal builders, the inventors of the electric telegraph, the early highway builders, and the pioneers of steam navigation, have been by comparison neglected. It was a great feat to carry a man or a ton of goods across a sub-continent in less than a week. What sort of achievement was it to carry a coded personal message across such a distance in less than a second?

The electric telegraph, which arrived in Canada in 1847, only three years after its invention, made the daily newspaper feasible; and the two together, using such organizations as The Canadian Press, have played a role not as much celebrated perhaps, but as basic as any, in drawing and keeping the Canadian people together.

Dots and dashes at the speed of light were a great advance over primitive communications by stage coach. The next great advance made it possible, again with almost the speed of light, to transmit every nuance and emphasis of the individual voice. As the years went by, the original wires for transmitting symbols and sounds were supplemented by wireless, by radio-telephone, by television, by micro-wave transmission systems. Telephone service came to Canada in the 1880s; perhaps it is one measure of its contribution to keeping Canadians together that we just about lead the world, year after year, in our use of this device.



The Canadian bridging of the gaps has been profoundly affected from the beginning by the accident that many of the links could have been more cheaply and easily provided by crossing United States territory. One thinks of the early railway line from Montreal to Portland, the Grand Trunk route to the west via Michigan, Indiana and Illinois, the route the British Columbia "Father of Confederation" took on his way to Ottawa to talk terms of union—via San Francisco and the Union Pacific. The best route to Fort Garry was via Minnesota, as soon as U.S. railway lines reached that state. The best route to southern Alberta in the 60s, 70s and early 80s was up the Missouri and then from Fort Benton by bull-train to the present Fort Macleod region.

The temptation was always there to be satisfied with the U.S. route, at least as long as Canadian through traffic was encouraged, or even tolerated by our great neighbor. A large part of Canadian history since Confederation describes Canada's determined efforts to build links across Canada on Canadian soil. We have been consistently willing to pay the price for such all-Canadian links, in the interest of Canadian nationhood.

The Intercolonial was the answer to the short-line route

across Maine. The Canadian Pacific was the answer to those railway builders who wanted to link Ontario with the prairies south of Lake Michigan. When the automobile came along Canadians went at first through the United States to reach western Canada, but were not content to leave it at that. The Trans-Canada Highway was built at great expense to provide an all-Canadian route.

The airplane could largely ignore the nature of the terrain below. An all-Canadian air service did not have to adopt a more expensive route, or pass up an already established route across alien territory for political reasons.

The airplane also opened up Canada's northland. It was a key factor in giving this long narrow ribbon of a country some breadth even in areas where the Precambrian Shield offered poor prospects for agriculture. The bush fliers of the 1920s wrote another vivid chapter in the Canadian story. Aklavik, Yellowknife and Frobisher were to be no further away than Montreal is from Toronto, in terms of elapsed time.



Though not so spectacular in terms of speed, the investments by Canada in the St. Lawrence Seaway, and in oil and gas pipelines across Canada, add impressively to the skeins and strands which for many years have been drawing together the original strings of beads of the earlier settlements into something more approaching an integrated, interdependent nation.

The inventors and technicians of the electronic age have made a quiet but significant contribution.

On Dominion Day, 1927, the carillon in the Peace Tower on Parliament Hill could be heard in every province. The fast growth of television—as fast as any such expansion anywhere—gives Canadians a new sense of community. A Grey Cup game or a prime minister's message can create, for a few minutes, one vast social community, extending 4,000 miles from ocean to ocean.

In spite of all the magnificent achievements of the engineers and technologists, it sometimes seems that Canada is failing to knit into a united community. Separatism seems to flourish in spite of the physical opportunities for closer relationships. At any rate, isolation is no longer imposed on us by natural factors and forces. If separatism persists and develops, the engineers will have fought a good fight in vain. If the federal union grows and flourishes in its second century to new heights only dreamed of, the engineers will have played a key role in making it possible.



St. Lawrence Seaway opened our heartland to deep sea ships.



Our land links made Vancouver a grain-shipping port.

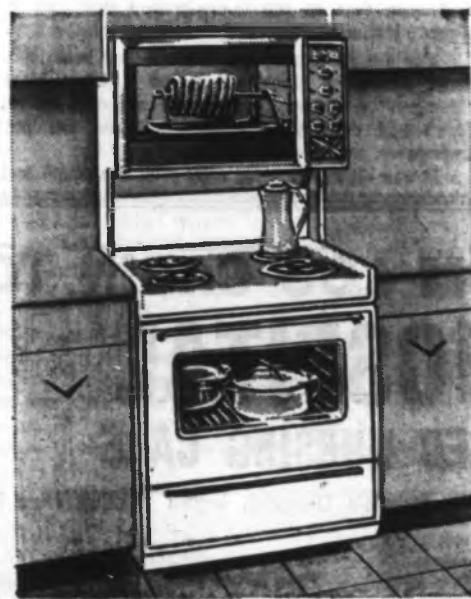
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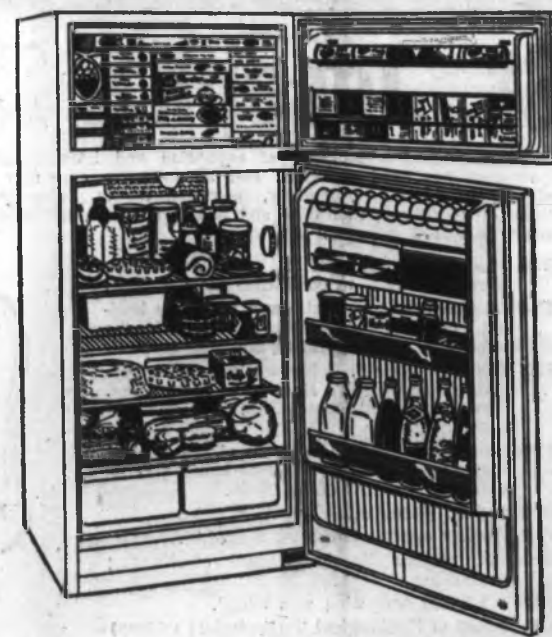
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JUST A FEW STEPS OFF DOUGLAS

After Tumultuous Elections

Sir John A. Macdonald Was Hero of the Hour

ON the opening day of Canada's first Confederation Parliament the hero of the hour could look about him with justified pride.

Sir John A. Macdonald had marched his untested coalition government to a clear victory in the late summer elections of 1867. His great Liberal rival, George Brown of the red hair and terrible temper, had been personally defeated and was gone from the Ottawa scene, in body if not in spirit.

The lanky prime minister had campaigned on an emotional "fair trial" platform—a fair trial for the new Confederation he himself had openly derided three years earlier.

His plea drew landslide support in Ontario and Quebec. New Brunswick had split about even. Only in Nova Scotia had anti-Confederation sentiment gone against the government. Of 19 members elected there, 15 were allied with Joseph Howe

afternoon—was a festive occasion for the new capital. Stores closed for the day and most of the 20,000 residents were lined along the route to Parliament Hill when Governor-General Monk rode by. Their tight ranks helped to hide most of the untidy construction rubble that lay about the new Parliament Buildings, towering grandly over the somewhat ramshackle lumbering town.

In the gas-lighted Senate chamber, crowded with 72 senators, 180 MPs and nearly 100 carefully-gowned ladies, the Governor-General read the throne speech which included the assurance:

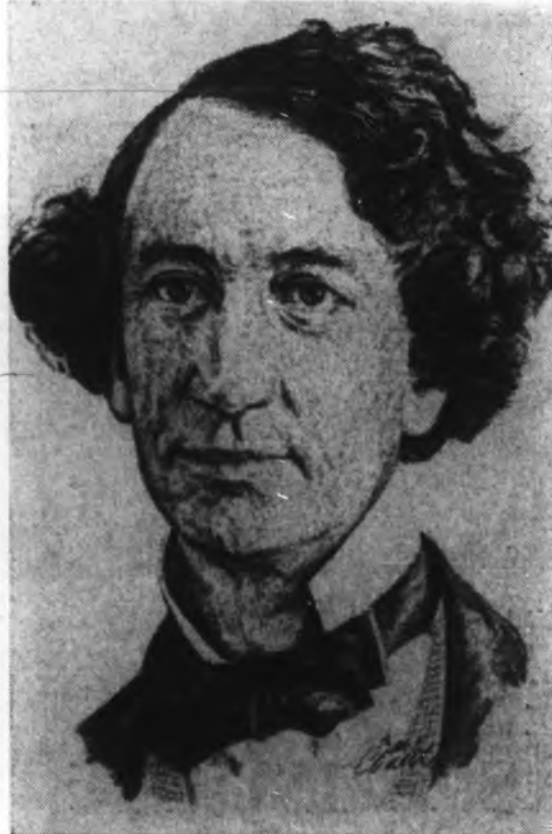
"Your new nationality enters on its course backed by the moral support, the material aid and the most ardent good wishes of the mother country."

In some ways it was an odd-looking House of Commons that settled down to begin the nation's business.

Sir John A. sat confidently on the government side at the head of his Liberal-Conservative flock. Across the aisle at the opposition leader's desk was John Sandfield Macdonald, the diminutive Ontario premier who had campaigned for the government but insisted, to some amazement, he wasn't a coalitionist.

Since Brown's defeat the Liberals hadn't got around to selecting a new leader. Thus the new Opposition leader was more of a government appointment than anything else.

Brown wasn't the only noticeable absentee. Two of John A.'s 13 original cabinet ministers, both Fathers of Confederation, had not survived the voting. Adams George Archibald, secretary of state, was a victim of Howe's campaign. Jean-Charles Chapais, minister of agriculture, was stricken in Kamouraska, Que., when a wild riot on the final voting day prompted the returning officer to throw up his hands and call the whole thing off. A subsequent by-election there was taken by the Liberals, or the Rouges as the party was known in Quebec.



FATHER OF A NATION

SIR JOHN A. MACDONALD has been portrayed as a political conniver, an alcoholic, a near rogue, a lonely man, a gifted orator, a wit, an idealist and father of the Canadian nation.

He was all these things—and more.

He was born in Glasgow, Scotland, on Jan. 11, 1815, and brought to Canada as a child by his father, Hugh. The family eventually settled in Kingston, where at the age of 21, young John A. was a practising lawyer. In 1844 he started Canada's most influential and famous political career by gaining election as Kingston's member in the Canadian Parliament. From that moment — and to this day — he remained Kingston's "favorite son". Three years later he joined the cabinet and by 1857 he had become prime minister of United Canada (Ontario and Quebec). It was he who dominated all three Confederation conferences and he was the man who brought about — by sheer political skill — the compromises that resulted in the union of the separate provinces. With Confederation a fact, he was knighted and became the new Canada's first prime minister, even though he almost backed out at the last moment in favor of his arch-enemy, George Brown. Following the 1872 election he was involved in a scandal involving campaign contributions from one of the backers of the Canadian Pacific Railway and had to resign. He got back into office in 1878, representing Victoria until 1882 although he never even visited this city until 1886. He remained prime minister until his death in Ottawa, June 6, 1891.

By BEN WARD

In determination to get Nova Scotia out of the new union.

For a time John A. had worried that Howe—"that pestilent fellow" as he called him—might boycott Parliament. But the glowering Nova Scotian was on hand at the opening and the prime minister was elated.

"He will, by and by, be open to reason," Macdonald wrote in a prophetic letter to a Nova Scotia supporter. Little more than a year later the old master strategist had charmed Howe all the way into the cabinet.

Parliament's opening Nov. 7, 1867—a fine Thursday



For a Centennial Year Treat Plan a Visit . . .

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ST. JOSEPH'S—FROM LOG CABIN TO MODERN HOSPITAL

109 YEARS OF SKILLED NURSING CARE

The Sisters of St. Ann, who own and operate St. Joseph's Hospital, began nursing care in a little log cabin, thirty by eighteen feet.



Even before British Columbia became a crown colony, in 1858, the Sisters of St. Ann came to Victoria to teach, but this was not their only task. They taught school by day and spent their evening hours ministering to the sick in the homes of those who sought their help. It was the first nursing care for Vancouver Island. The work load increased, and finally 18 years later, St. Joseph's Hospital had its beginning in a modest building in its present location.

In the years that followed, the Sisters have continued to expand the hospital to keep pace with the demands of a growing community. Today, it is a fully accredited public general hospital contributing a vital service to its city and to a growing Canada.

St. Joseph's CONTINUOUS EXPANSION AND RENOVATION . . .

We have charted a program of expansion and improvement which is steadily progressing. Emergency department has been expanded and an intensive care unit has been added, along with the revamping of food and cafeteria facilities, laundry, operating rooms, boiler plant, admitting department and information office. Interne quarters, administration and business offices, automatic switchboard and other improvements. Under construction is a research laboratory.

1858 The four Sisters of St. Ann arrived in Victoria June 5, to commence their mission.

1874 After repeated requests from Victoria's leading citizens, the Sisters accepted the responsibility of organizing a regular hospital.

1878 The Hon. John S. Helmcken laid the cornerstone of St. Joseph's Hospital — August 21st. Sister Mary Providence, SSA, first Administrator.

1878 Official opening June 25th of the 35-bed hospital, a 2-storey brick building constructed at a cost of \$13,800.00.

1884 A third storey was added.

1887 Further expansion costing \$38,500.00.

1900 St. Joseph's Hospital School of Nursing established.

1908 \$135,000.00 new wing was added.

1920 School of Radiological Technologists (X-Ray) established. Ladies' Auxiliary and Alumnae Association formed.

1928 Maternity and surgical wings, constructed at a cost of \$365,000.00.

1929 Nurses' Residence constructed — \$365,000.00.

1941 St. Joseph's Villa was constructed, now called the Annex, \$45,000.00.

1942 New wing added to Nurses' Residence — \$80,000.00.

1945 St. Joseph's was the first hospital in Canada to formally accept the service of the Canadian Red Cross Blood Transfusion Service.

A 450-bed Acute Care General Hospital
Fully Accredited by the Canadian Council on Hospital Accreditation

ST. JOSEPH'S HOSPITAL
DEDICATED TO SERVING VICTORIA

And Vancouver Island

109 YEARS OF
PROGRESS WITH A
GROWING CITY

1950 Demolition of the historic 1878 hospital and construction of new 5-storey entrance on the same site. Also a 4-storey wing added.

1963 Incorporation of the Medical Research Foundation of Victoria. Incorporation of the St. Joseph's Hospital of Victoria Endowment Fund. Government approval for the new expansion program.

1964 Commencement of the new expansion and renovation program.

1965 Construction completed of new Linen Service Building, renovations to Administration, Admitting and Emergency areas; and Food Service Department.

1966 Renovations and improvements to Laboratory and complete renovation of Annex. Modernization of X-ray Department under way.

the election campaign, a wild one even in an era noted for the violence of its politics.

Electioneering and voting were strictly male prerogatives a century ago and often involved such accompaniments as fists, stones, clubs and even guns.

Depending on local preference and candidate affluence, votes could be bought with money, jobs, whisky or—the most common—dripping slabs of pork served up from barrels of brine strategically located along the paths to the voting places.

"Pork-barrel politics" remains part of the political lexicon to this day.

And woe betide the man who took a gift from both sides. The open ballot system was used, requiring each elector to reveal his choice openly to the polling clerk and watchful bystanders. The secret ballot didn't arrive until 1874.

To complicate things more, each riding voted for two days. And there was such a variety of dates that the whole election lasted 44 days, from Aug. 7 to Sept. 20.

As each riding voted the result was telegraphed across the four-province nation. By early September it was obvious that John A. was headed for victory but it didn't slow the pace of the campaign a whit.

One of the few dull contests was at Kingston where John A. was considered such a shoo-in that only 877 of 2,248 eligible voters turned out. He swamped Liberal John Stewart 735 to 142.

Things were much livelier in Montreal West where two Irish elements fought—literally—the Fenian issue. Border raids by Irish Fenians in the United States bent on seizing Canada as ransom for Ireland were one of the pressures that led to Confederation.

Thomas D'Arcy McGee, leader of the anti-Fenians and one of John A.'s chief lieutenants, led by 500 votes on the first day of voting. The aroused Fenians mustered a mighty second-day effort but managed only to cut his final margin to 197.

On election night the Irish staged a private civil war. A mob of 800 Fenians stormed McGee's committee rooms where a celebration was being held. At the height of the clash revolvers roared. Nobody was killed but dozens were taken to hospital.

A few days later McGee sent a letter to the Montreal Gazette demanding the arrest of the mob leaders. "A mob unpunished is a fatal precedent," he warned, to no avail. In seven months McGee was dead, shot down by an assassin at the door of his Ottawa rooming house.

A Fenian, Patrick James Whelan, later was hanged for murder, largely on circumstantial evidence, and there is doubt to this day whether he was the killer. He protested his innocence all the way to the snap of the gallows trapdoor.

What Montreal West was for the Irish, Kamouraska was for the French. At least the Irish paused to vote; in Kamouraska the riots raged right through the election period.

Things were handled far more subtly in Ontario South riding where Brown had decided to bid for an upset win rather than run in a safe Toronto seat. He challenged T. B. Gibbs, a veteran Conservative provincial member who was running both federally and provincially at the same time. That's not allowed now.

Brown came out of the first day's balloting with an 11-vote edge. But reports the next day told of Gibbs organizers spreading about lavish promises of gifts, government jobs and favors. The final tally gave it to Gibbs by 94.

Shocked Liberals pleaded with Brown to try another riding; it was only Aug. 30 and plenty still were available. He refused, but continued campaigning for the party.

Some history students have suggested that Brown was more relieved than disappointed. His marriage a few years earlier had turned into one of the great love stories of Canadian history and he was beginning to regret every hour politics kept him from his wife and baby daughter. To avoid further temptation he sailed for Scotland with his family on a holiday trip three weeks before Parliament was to open.

One of the longest and bitterest campaign feuds was between two Liberals, Alexander Mackenzie and William McDougall, a member of Macdonald's cabinet who had split with Brown when the Liberal chief bolted the coalition ministry.

First Mackenzie invaded McDougall's riding of Lanark for a series of stormy debates. Then McDougall trailed his opponent to Lambton where things really blew up.

One meeting in Sarnia lasted until two o'clock in the morning. Next day Mackenzie tried to get to a rally at Plympton but was driven off by a gang of rowdies. They chased his carriage for miles along the country lanes "yelling and howling like savages," said the Sarnia Observer's account.

Like most political figures of the day, Mackenzie wisely campaigned behind a fast horse.

The climax of this feud came at Arkona where McDougall accused Mackenzie of disloyalty to the Queen by his attacks on the government.

He got this devastating reply:

"Loyalty to the Queen . . . does not require a man to bow down to her manservant, her maidservant or"—and here he turned to point at McDougall—"her ass!"

When the laughing broke out McDougall was whipped and knew it. Mackenzie swept Lambton.

Judge J. W. Longley, an observer of the Nova Scotia campaign, wrote: "Day by day the newspapers were emitting violent and inflammatory diatribes and an excitement and bitterness prevailed unexampled in the political history of Nova Scotia."

Brown's Toronto Globe decided to "expose" Sir John A.'s drinking habits and cited incidents where he had been unable to keep appointments because of drunkenness.

It was vicious stuff, but typical of the animosity between the two political giants which they had interrupted only briefly to make possible the Confederation agreement.

The prime minister's drinking bouts were well known. But few even in his immediate circle of friends knew about the agonizing gallstone attacks that contributed to the problem.

Finally the election tumult was over.

When Parliament adjourned for Christmas nothing had yet happened to mar the rosy picture or even hint of the problems that were brewing for Sir John A. and the new nation.

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The New State Is Born

By JOSEPH MacSWEEN

CANADA, in territory now the second largest country in the world, was created 100 years ago by the British Parliament in a few hurried, harassed and distracted weeks.

While John A. Macdonald and other Fathers of Confederation looked on anxiously from the galleries, the Mother of Parliaments gave its blessing to the British North America Act with something close to a sigh of relief.

And Queen Victoria, in all her matronly majesty, issued this royal proclamation—a sort of birth certificate for the new country:

"... We do ordain, declare and command that on and after the first day of July, 1867, the provinces of Canada, Nova Scotia and New Brunswick, shall form and be one Dominion under the name of Canada."

Thus Canada — it was almost called the "kingdom" of Canada — approached nationhood nearly three years after the Charlottetown and Quebec conferences began the historic work of Confederation.

The Earl of Carnarvon, 36-year-old colonial secretary, matched his oratory to the occasion when he declared in the House of Lords:

"We are laying the foundations of a great state — perhaps one which at a future day may even overshadow this country."

"But come what may, we shall rejoice that we have shown neither indifference to their wishes nor jealousy of their aspirations, but that we honestly and sincerely fostered their growth, recognizing in it the conditions of our greatness. ... We remove, as I firmly believe, all possibilities of future jealousies."

The BNA Act, embodying Confederation resolutions drawn up at the Quebec conference of October, 1864, was introduced at Westminster Feb. 12, 1867, passed March 8. It received royal assent March 29. Queen Victoria issued her proclamation May 22.

That last date, incidentally, was marked by another event — the 88th Epsom Derby. The Times of London devoted far more space to how the outsider Hermit won the Derby than to the proclamation about Canada.

Yellowed old records in archives in London tell in their dignified, formal way of the lusty politics that brought the Confederation issue to a head in a robust era after it was discussed on and off for many years:

● Roman Catholic French Quebec and Protestant Anglo-Saxon Ontario — then fused together as Canada East and Canada West — had wrestled one another to a standstill. Their strange dual government — two ministers of this, two ministers of that — was deadlocked.

● The American Civil War had ended. The victorious northern states were resentful of the attitudes of Britain and the colonies during the conflict. Annexation talk — "they'll gobble us up" — was in the air. The Fenian Order of wild-eyed Irish patriots added to the unease with raids and rumors of invasion. There was talk of them trying to seize Canada as part of a fight against imperial England.

● The British North American colonies had to unite if they were to tame the West, then under the Hudson's Bay Company, and keep it out of U.S. clutches.

● Britain, worried by U.S. expansionist tendencies, wanted Confederation so that the scattered territories would be better able to defend themselves. Besides, a new surge of liberalism, combined with free trade, prevailed in Britain. Colonies were as "millstones around our necks," said one statesman.

"The bracing winds of economic freedom blew unhampered over the broad oceans," writes P. B. Waite in *The Life and Times of Confederation*.

"Britain sought her supplies and her markets no longer in the colonies but in the world at large."

It was not surprising that Nova Scotia, known over the seven seas in those days of sail and wooden walls, tended also to take an outward-looking stance rather than turning eagerly to what was sometimes scornfully called "the continental backwoods". New Brunswick, with its close U.S. connections, also was doubtful.

It was a time of turmoil in the imperial Parliament. The issue of electoral reform and extension of the franchise had toppled the Whig government of Earl Russell in July 1866 and now threatened to fell the Tory administration of the Earl of Derby.

In fact Carnarvon, who introduced the BNA Act in the House of Lords Feb. 12, had resigned from the cabinet on the reform question before his measure had gone the course in the House of Commons.

John A. and his colonial colleagues agonized through those weeks in the fear that fall of the government and possibly a new British general election would delay or even wreck the whole project of the union.

What with Fenian scares and political crises, the Confederation campaign had been beset by sensational dangers on both sides of the Atlantic since mid-1866.

Joseph Howe, Nova Scotia's powerful anti-confederate leader, waged a hard fight on the sidelines here, brandishing a petition bearing 30,000 signatures.



Howe, who had come over in the summer, was handed unexpected ammunition when the Toronto Globe ran articles in August saying Macdonald repeatedly drank to excess on the job—even during the Fenian scare when his duties as militia minister were neglected.

"Howe was deeply impressed," says Donald Creighton in his biography of Sir John A. "How better could he employ his time than in communicating this sad intelligence about Macdonald to the colonial secretary?"

Carnarvon wrote "very sorrowfully" to Lord Monck, the Canadian governor-general. Macdonald was unruffled. The affair caused him so little social damage that he found time somehow to get married for the second time—he was long a widower at 52—at the height of his London visit.

The parliamentary appearance of the BNA Act was, of course, merely the final phase of a long and arduous effort. The Charlottetown and Quebec conferences, are perhaps, better known than the smaller but crucial London conference which opened Dec. 4, 1866.

This brought together a six-man delegation from the two Canadas—three from each—led by Georges Etienne Cartier and Macdonald, with five-man delegations from Nova Scotia and New Brunswick, led respectively by Charles Tupper and Leonard Tilley.

The 16 toiled over the 72 "Quebec resolutions," clarifying or extending them, until Christmas Eve when Macdonald, conference chairman, reported to Carnarvon, that the "London resolutions" were ready for drafting into a bill.

The Maritimers announced at the outset that their authority to act was contingent upon a guarantee of the construction of an Intercolonial Railway, perennial political football of the times. Indeed, not only the railway but its precise route was big news in the Maritimes, as is indicated by this rhyme:

"Mr. Tilley will you stop puffing and blowing
And tell us which way the railway is going."
Historian Creighton, in *The Road to Confederation*, tells how colonial officials hit the roof when they saw an

early draft of the bill with the title "The Kingdom of Canada." This would be an affront to the U.S., they said. "Dominion" was a compromise apparently inspired by Tilley's reading of Psalm 72: "He shall have dominion from sea to sea."

Frank Underhill writes in *The Image of Confederation* that one lack in the legislation was "the element that is represented by the words with which the American constitution begins: 'We the people'."

"The BNA Act was, in form, the work of the British Imperial Parliament, and, in fact, the work of a small elite group of colonial politicians who were in advance of their people ... The Quebec resolutions were not submitted to the voters for ratification by general election or referendum. And this lack of an effective popular basis for the new system of politics has remained a flaw in the foundation of our national structure ever since."

Predicting that the new country would eventually be second in size only to Russia, Carnarvon said that even at the outset, with a population of 4,000,000, it was "superior" in population, in revenue, in trade and in shipping to the 13 colonies when they issued their declaration of independence.

Legislators were told of the "broad, fertile districts" and "immeasurable, barbarous lands" of the West and North that would be added. Carnarvon ventured to surmise: "Perhaps it is not very far distant when even British Columbia and Vancouver Island may be incorporated."

Prince Edward Island and Newfoundland, despite hesitations, would "gravitate to the common centre." The legislators would probably have been surprised if they had been able to peer into the future and see that the West would come in long before Newfoundland, the oldest colony, fell into step in 1949, rounding out the Confederation at 10 provinces.

Carnarvon said Confederation was being called a "compromise that like all compromises contains the germ of future disunion."

"It is true that it is a compromise so far as it is founded upon the consent of the provinces; it is true that it has been rendered possible by the surrender of certain powers, rights and pretensions by the several provinces into the hands of the central authority."

"But it is also to be remembered that—unlike every other federation that has existed—it derives its political existence from an external authority ... the British Crown. And I cannot but recognize in this some security against those conflicts of states' rights and central authority which in other federations have sometimes proved so disastrous."

The mammoth bill underwent some mild amendment. Parliament nearly granted the vote to females in Canada long before Britain but one sharp-eyed legislator spotted that the word "male" needed to be inserted in one clause.

Lord Campbell, complaining at the "irresistible velocity" with which the legislation was being handled, argued forcefully that Nova Scotia should be excluded from the measure despite approval by the legislature of a resolution regarding Confederation.

"The power by which the resolution was adopted is not the power to which Nova Scotia wants to confide its destiny," said Campbell. "Are they not entitled in a matter which affects name, dignity, existence, commerce and defence, to appeal from a system which their intelligence rejects to a system their intelligence has chosen?"

Because the BNA Act had bipartisan support, legislators waited anxiously to hear the speech of John Bright, Radical member of the Commons who was not bound by party discipline.

The Birmingham firebrand hoped there was a real attachment but: "If they are to be constantly applying to us for guarantees of a railway and of fortresses ... then I think it would be better for them and for us—cheaper for us and less demoralizing for them—that they should become an independent state, fight their own cause, and build their own future without relying on us."



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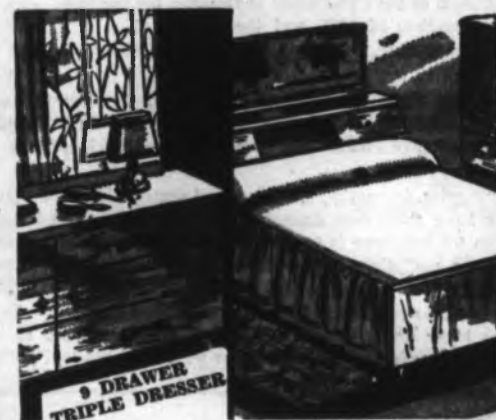


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FOR LADIES—
FROM HEAD TO TOE

Politics and Politicians Made Confederation

By SENATOR M. GRATTAN O'LEARY

POLITICS and politicians made Confederation. Its founding fathers, the Macdonalds, Browns, Cartiers, McGees, all were politicians — professionals. And politics and politicians, from Macdonald to Diefenbaker, from Laurier to Lester Pearson, have kept Confederation since.

This is a first fact in Confederation's story.

What, then, is this potent thing? Whence come political parties, what is the source of their power, what makes them the cement of our political being?

Learned journals, constitutional essays, political tracts, all have answers, most of them dusty, without the stuff of practical experience. And our statesmen, unfortunately, have been either reticent or inarticulate. We have had no Morley, no Bagehot, no John Stuart Mill, to tell us the nature of politics.

Our biographers have been better. Sir John Willison in his *Laurier* and the *Liberals*, Creighton in his *Macdonald*, Careless in his *George Brown* and *Dafoe* in his *Laurier*, trace our party pedigree well.

Willison found "the source of the Liberal party of Canada" in "the heroic purpose" of William Lyon Mackenzie; the fervent radicalism of Papineau; the "responsible statesmanship" of Baldwin and Lafontaine; the reforming zeal of George Brown; the intellectual dominance of Edward Blake; and the sympathetic and sagacious nationalism of Wilfrid Laurier.

Creighton, in his magnificent biography, traced the beginnings of Canadian Conservatism, as an organized party if not a political philosophy, to the genius of Macdonald. Careless showed George Brown as the spokesman and inspiration of the Clear Grits of Ontario, the spiritual heirs of the radicalism of 1837, and the uneasy allies of the Parti Rouge in Quebec, the Liberal party there before the days of Laurier.

Dafoe, more the voice of experience, saw the two old parties, Liberals and Conservatives, develop into merely "administrative rivals" and gave this memorable picture of them:

"Parties, in reality, are organized states within the state. They have their own dynasties and hierarchies; and their reason for existence is to clothe themselves with the powers, functions and glory of the state which they control. Their desire is for absolute and continuing control to which they come to think they have a prescriptive right; and they never leave office without a sense of outrage. There never yet was a party ejected from office which did not feel pretty



Whistlestop politicking is part of the Canadian scene. Former Prime Minister John Diefenbaker is at the mike.

much as the Stuarts did when they lost the throne of England; the incoming administration is invariably regarded by them in the light of usurpers. This was very much the case with the Conservatives after 1896; and the Liberals had the same feeling after 1911, that they had been robbed, as they deemed, of their rightful heritage."

To this desolating judgment, not wholly inaccurate, must be added the pre-First World War observations of Viscount Bryce:

"Party (in Canada) seems to exist for its own sake. In Canada ideas are not needed to make parties, for these can live by heredity, and, like the Guelphs and Ghibellines of medieval Italy, by memories of past combats; attachment to leaders of such striking gifts and long careers as were Sir John Macdonald and Sir Wilfrid Laurier, created a personal loyalty which exposed a man to reproach as a deserter when he voted against his party."

Whatever the truth of this, and there was much of truth in it, it was all to be changed drastically by the First World War, which saw the great Liberal schism over conscription, the decline of the power of Laurier, and the rise of an agrarian party in the West. Not again in our time would the old parties of Macdonald and Laurier dominate completely the political scene; they would be led now by men not in the mould of chieftains like Macdonald and Laurier, and a new party, more with the philosophy of Marx than of Adam Smith, would challenge their supremacy.

Old loyalties, old philosophies, in whatever measure they may have existed, were largely gone, with our two historic parties become in fact coalitions, a mosaic of a variety of interests, described by G. V. Ferguson, the noted editor of the *Montreal Star*, as "great, nation-wide, easy-going omnibus vehicles whose occupants often have difficulty in

recognizing their fellow passengers or in understanding why the driver of the vehicle let them in."

Still, of course, are heard the cries of "free enterprise" and "capitalism," but the practice is capitalism married to state socialism, with laissez-faire dead and damned and welfare-statism enthroned over all.

What of the leaders? Taking Conservatives first, Macdonald held together a collection of conflicting ingredients by personal magnetism and patronage, with procrastination (they called him "Old Man Tomorrow") and compromise in crises. He had Quebec's hierarchy and the cures suspected the Rouges (Quebec wing of the Liberal party) of being anti-clerical.

He lost that allegiance when he hanged Riel, and when Laurier convinced the bishops that Quebec and European Liberals were different. The Conservative party never regained it—not even Conservative support of the Jesuits Estates bill, nor its stand for French schools in what was known as "the Manitoba School question," could make a difference.

Passing over Abbott, Thompson and Tupper, Borden was the Sir Robert Peel of Canada. Peel, repealing the Corn Laws, reversed his party's historic policy of Protection, changed its course and character, provoked the hostility of Disraeli and most of the Tory hierarchy. Borden, who had begun as an Imperialist, took Canadian Conservatism from a sentimental colonialism to Canadian nationalism, inciting the wonder and doubt, if not the open hostility, of Victorian antediluvians like Sir George Foster. And Borden never turned back. He became one of the chief architects of our constitutional growth. Harold Macmillan in his recent *Winds of Change*, described him accurately as "a truly great man."

Meighen, intellectually a radical, followed Borden's footsteps, in external policy at any rate. In London, in 1921, he fought successfully (and almost alone) against renewal of the Anglo-Japanese alliance, and told the *Reichers of Gray's Inn* (quoting Mr. Justice Holmes) that "the present has the right to govern itself as far as it can" that "continuity with the past is only a necessity and not a duty." And he went on to support Bacon's advice that it was "as well to create good precedents as to follow them," and to "remember to ask counsel of both times, of the ancient time what is best, and of the latter time what is fittest."

Richard Bedford Bennett was a strange mixture of a successful corporation lawyer and an old-fashioned revivalist. Rich and puritanical (in his exhortations at any rate) he was basically a traditionalist, almost a medievalist, who would have made an imposing cardinal in days before Pope John. In his early days in Parliament, after 1911, he was a thorn in the side of Borden, who ranked him below Meighen and refused him a senatorship.

Followed the bleak years for the Conservative party of Manion, Bracken and Drew; Manion pleasantly superficial, Bracken unable to get the "feel" of Ottawa; Drew mercilessly caricatured as "the Bay Street Colonel," yet a politician of integrity who might have made a great prime minister had he not been stricken by illness when in sight of the Promised Land — fated not to profit from the self-inflicted wounds of Liberals in what is remembered as the "pipeline tragedy."

The man who profited was John G. Diefenbaker, a tempestuous, controversial politician whose barometer is always at stormy, contemptuous of political dogma, and defying analysis. To speak of John G. Diefenbaker as a philosophic Conservative would be about as accurate as to speak of Lester B. Pearson as a philosophic Liberal. Both are entangled hopelessly in the ways of the Welfare State.

Coming to the Liberals (apart from the mention of Pearson), there was Mackenzie King and Louis St. Laurent; the first a consummate politician, the second an amateur with the distinction of being a gentleman. King, a professed

ABOUT THE AUTHOR



Editor Emeritus of *Ottawa Journal*, Senator M. Grattan O'Leary ranks as one of Canada's 10 most famous journalists since Confederation and he is so honored in the Hall of Fame at the Parliament Buildings at Ottawa. He served in the Ottawa press gallery from 1911 to 1925. He ran for a seat in the Commons that year and was defeated. He was a delegate to many important conferences including the Disarmament Conference at Washington in 1921 and the Potsdam Conference in Berlin in 1945. In 1941 he was chairman of a royal commission on publications. He holds honorary degrees from four universities.

social reformer, never permitted his zeal for reform to get in the way of votes. He had a talent for finding and managing men, knew how to compromise differences and took the Liberal party, or whatever was left of Liberalism, to the extreme centre.

He held on to the support of Quebec by standing aloof from it. Quebec could be left to the Ernest Lapointes, the Cardins, Lucien Carrière and Charles Gavon Powers — they would see to it that the sun would not go down on Quebec's wrath of conscription. In good time the tycoons of English Canada must see (and did) the winning side — the side of King, Quebec and King's English-speaking captain, Clarence Decatur Howe. It was as simple as that, but it took a Mackenzie King to act upon it — and prosper by it.

With Mackenzie King gone, a new day had come in politics. The day of the "pollster," the "surveys," the television gimmicks. No more need for organizers to organize the ridings, nor for party leaders to face electors on platforms; the "political scientists" from their sanctuaries tell them what to say or not to say (on television), glory and sell them with TV as Madison Avenue glorifies and sells the latest in detergents. It is the day of men, not measures.

Other strange things have come. Israel Tarte said of Laurier's cabinet that "we fought like blazes." Now the fighting is not within cabinets; it is outside. Collective cabinet responsibility, once a parliamentary Ark of the Covenant, is thrown to the winds; ambitious ministers become open candidates for prime minister, often with conflicting policies and the while the Conservative party is rent with cabals against its leader. Intrigues, feuds and vendettas stand naked.

Meanwhile the prestige of parties and Parliament declines, and the power of the executive and prime minister grows; grows dangerously beyond the comprehension of the average citizen. Where it will all end, I leave to the prediction of those who have seen less of politics than I have.



The ballot is the main thing. Prime Ministers, such as W. L. Mackenzie King above, always remember to cast their own when the speeches and hoopla are over.



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1918
 Federal franchise for women adopted. Canadian ship Princess Sophia sinks off Alaska with 398 dead. Allan Shaft explosion at Stellarton, N.S., kills 88. The war ends.

1919
 Sir Wilfrid Laurier dies. Winnipeg general strike turns into rioting, two dead.

1920
 Sir Robert Borden turns over prime ministry to Arthur Meighen.

1921
 Liberals under W. L. Mackenzie King win general election. Agnes Macphail first woman elected to Parliament.

1922
 Discovery of insulin by Frederick Banting announced.

1923
 Royal Canadian Air Force established.

1925
 United Church of Canada formed.



George VI and his queen tour Canada, 1939.

1926
 Mackenzie King resigns over customs scandal. Meighen takes over but is defeated on first Commons vote. King wins general election.

1927
 Old-age pensions on need basis begun. Privy Council fixed disputed Labrador boundary. Laurier Palace theatre fire in Montreal kills 77 children.

1928
 First transatlantic telephone calls made from Canada. Percy Williams wins two gold medals in Olympic sprints.

1929
 Stock market collapses. International incident created as U.S. gunfire sinks Canadian rum-runner I'm Alone on high seas.

1930
 Cairine Wilson named first woman senator. R. B. Bennett and Conservatives win power. Emergency session of Parliament votes \$20 million depression relief. Radium found at Great Bear Lake.

1931
 Beauharnois inquiry reveals Liberals took money from power promoters. U.K. Parliament passes Statute of Westminster establishing Canadian autonomy in law-making.

1932
 Imperial economic conference at Ottawa re-organizes preferences. Canadian Commonwealth Federation formed.

1933
 Acreage-reducing wheat agreement reached among Canada, Argentina, Australia, U.S. and Russia to stabilize world market.

1934
 Dionne quintuplets born at Callander, Ont. Brewer John S. Labatt kidnapped near London, Ont., later released.

1935
 Bank of Canada established. Parliament passes emergency depression legislation. Unemployed riot at Regina. Alberta elects first Social Credit government.

1936
 CIO moves into Canada with sitdown at General Motors, Oshawa, Ont. Canadian Broadcasting Corporation set up. Two of three men trapped in Moose River, N.S., gold mine rescued after 10-day entombment.

1937
 Privy Council disallows R. B. Bennett social legislation. Trans-Canada Airlines started.

1938
 Canada-U.S.-U.K. sign trade agreement.



Evangelist Premier William Aberhart captures Alberta 1935.

1939
 King George and Queen Elizabeth tour Canada. War against Germany declared. Commonwealth Air-Training Plan starts in Canada.

1940
 National registration and call-up for home service launched. Mayor Camille Houde of Montreal interned for opposing registration. Destroyers Fraser and Margaree sunk.

1941
 Sir Frederick Banting killed in Newfoundland plane crash. Canadian troops reinforce Hong Kong but are overrun as Japanese take colony.

1942
 Canadians spearhead Dieppe attack. 1st Canadian Army formed. Ferry Caribou sunk by enemy sub off Cape Breton with 137 lost.

1943
 Canadians in invasions of Sicily and Italy; invade Kiska but find Japanese gone. St. Lawrence Gulf toll 20 ships.

1944
 Canadians land in Normandy. OCF wins Saskatchewan from Liberals. Defence Minister J. L. Ralston quits cabinet in conscription crisis, succeeded by McNaughton.

1945
 1st and 2nd Canadian Corps accept surrender of opposing Germans in Germany and Holland as war ends.

1946
 Red spy networks in Canada disclosed by Russian Igor Gouzenko. Communist MP Fred Rose among arrested.

1947
 Supreme Court of Canada replaces Privy Council as final appeal tribunal. Quotas placed on imports to bolster dollar. Oil discovered near Leduc, Alta.

1948
 Louis St. Laurent succeeds retiring King as Liberal leader and prime minister. Parliament gets power to amend British North America Act.

1949
 Newfoundland joins Confederation. Fire on excursion ship Noronic at Toronto kills 119. Time bomb wrecks CPA plane over Quebec, killing 23.

1950
 Mackenzie King dies. Winnipeg floods cause \$25 million damage. Canadian troops with U.N. forces in Korea. General strike ties up railways nine days.



Dr. Charles Best and Sir Frederick Banting, right, 1922.

1951
 Universal old age pensions at 70 adopted.

1952
 Vincent Massey becomes first Canadian to be governor-general.

1953
 Strike ties up deepsea fleet for month. Stratford Festival started.

1954
 Hurricane Hazel smashes Toronto area, 81 dead and \$24 million damage. St. Lawrence Seaway launched.

1955
 DEW radar line across north established; revised Criminal Code goes into effect.

1956
 Canadian Labor Congress formed. Parliament approves east-west pipeline after historic uproar. Springhill mine collapse kills 39, but 88 rescued.

1957
 Diefenbaker wins general election, ending 22-year Liberal rule.



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Rescued Springhill miner, 1958.

1958
 Pearson chosen Liberal leader. Conservatives win record majority. Seven miners rescued at Springhill after 8½ days underground, 75 die in blast.

1959
 Queen Elizabeth and President Eisenhower open seaway.

1960
 Canadians in UN peacekeeping force in Congo. Parliament adopts Bill of Rights. Roger Woodward, 7, lives after Niagara Falls plunge.

1961
 Senate blocks unprecedented government attempt to dismiss James E. Coyne, governor of Bank of Canada, who then quits. B.C. takes over B.C. Electric.

1962
 Conservatives lose Commons majority but stay in office. Doctors' strike greets medical insurance plan in Saskatchewan.

1963
 Conservative government falls, Liberals win with minority. TCA airliner crashes at Ste. Therese, Que., killing 118.

1964
 Texas Gulf makes \$2 billion base metals find near Timmins, Ont. Maple leaf flag adopted.

1965
 Influence-peddling charges surrounding dope smuggler Lucien Rivard lead to resignation of Guy Favreau as justice minister after royal commission criticism.

1966
 Paul Joseph Charrier kills self in Parliament Building with bomb meant for Commons.

1967
 Canada's Centennial year.

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A Centennial Report of the Federal Department of Fisheries

100 YEARS OF SERVICE TO THE FISHING INDUSTRY and to the CONSUMER

"To conserve and develop Canada's primary fishery resources, and to encourage the development of the fishing industry in the national economy."

That is the function of the Federal Department of Fisheries. Since its establishment on July 1, 1868 as the Department of Marine and Fisheries, the Department has over the past 100 years assisted the fishing industry to achieve steadily increasing yields and revenue from fishing activity on the Atlantic and Pacific; and on inland waters, and steadily improved the fish product offered to the public. Fishermen, processors and the consumer have all benefited from the Department's activities and since 1898 from the scientific investigations carried out by the Fisheries Research Board of Canada.

Inspection officers at fish processing plants across Canada, working with the scientists of twenty laboratories, help ensure a high standard of quality of fish and fish products.

Resource management procedures are carried out by Protection Officers ashore, afloat and in the air. They also supervise the enforcement of appropriate regulations and inspect and arrange clearance of spawning streams. Biologists and engineers enhance the environment to increase salmon and other fish stocks, undertake scientific investigations and conduct studies to provide answers to fisheries problems associated with pollution, floods, drought and multiple water use.

Printed material, films, radio, television and exhibitions, keep the public informed on the various aspects of the industry and the activities of the fisheries services. Departmental Consumer Consultants work to encourage increased consumption of Canadian fish products through demonstrations and lectures on preparation and cooking of fish and fish products.

Fishery economists are active in two related fields of responsibility: (1) They provide the government and the commercial fishing industry with current information, including statistical data, under the general heading of trade intelligence, and (2) carry out studies and investigations in the primary fisheries and in the processing and distribution of fish products.

In fisheries industrial development, the Department introduces and develops new and improved fishing and processing techniques and provides financial assistance for modernization and expansion.

The Department also represents Canada on many international Commissions concerned with the conservation of fisheries and marine mammals.



DEPARTMENT OF FISHERIES

Hon. H. J. Robichaud, M.P., Minister

Dr. A. W. H. Needler, Deputy Minister



Ottawa, Canada

Greater Victoria Centennial Society

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John Got a Knighthood

The Sun Shone on a New Nation . . .

By JAMES NELSON

THE day John A. Macdonald's great dream came true had its moments of disappointment and heartbreak.

Monday, July 1, 1867, when Confederation brought the old colonies of Nova Scotia, New Brunswick and Upper and Lower Canada together into a new federated state, was a public holiday officially named Dominion Day.

It dawned sunny and warm everywhere in the new nation, and was punctuated with artillery salutes, marching bands and troops, the reading of the royal proclamation, sailing regattas and picnics.

But amid all the festivities in Ottawa and the new provincial capitals of Halifax, Fredericton, Quebec and Toronto, Sir John—newly knighted that day—apparently had little time to think of much but his first love, politics.

Early in the day he wrote a brief letter to Alex Morris, member for Lanark in the old legislature: "The split in the Reform ranks seems to be permanent, and it appears to me now certain, with the joint action of the moderate Liberals and the Conservative party proper, that a majority must be obtained."

Then he added, just a few hours before the new federal cabinet was sworn in:

"The present intention is to have a cabinet of 13. The departments are not yet finally settled; they will probably be arranged in a day or two.

"In haste,

"JOHN MACDONALD."

In haste, because a few hours later the climax to his political career was to come when Charles Stanley, fourth Viscount Monck, Governor-General of the old united Canadas—now Quebec and Ontario—was to take office as Governor-General of Canada and have the new 13-member cabinet installed.

And then the moment of disappointment.

All was in readiness on Parliament Hill where the new buildings, in use for only a year by the old legislature, were crowded with dignitaries waiting to take up their appointments. The lawns, with a towering fountain splashing in the sunlight, were crowded with holidayers.

An infantry guard was drawn up outside the East Block offices of the Governor-General, offices today used as a stenographic pool for the prime minister's staff.

And Lord Monck arrived in workaday fashion, in a carriage, accompanied only by his private secretary, both dressed in normal business suits—grey trousers and the long Prince Albert coats that were the fashion of the day.



Government House

Rideau Hall in Ottawa, has been the governor-general's mansion since Charles Stanley, the fourth Viscount Monck, occupied it in 1867. In a magnificent park of 85 acres close by the Rideau Canal, it was built about 1840, leased by the government in 1865, and purchased in 1868 for what would now be considered a paltry sum, \$25,000.



Lord Monck, First Governor-General

They slipped into the East Block almost unnoticed by the crowd. Sir John confided later that he thought the Queen's representative might have given more distinction to the occasion.

In the red-walled, oak-furnished privy council chamber overlooking the Ottawa River—a room still used by the cabinet for formal sessions—Lord Monck's commission of appointment was read. Oaths of office for the Supreme Court judges and cabinet ministers were taken in his presence.

Then the moment of heartbreak.

Macdonald knew that to mark the occasion knightships and other honors were to be conferred on the principal architects of Confederation. But he was not consulted on them. The decision was made by Lord Monck and the British colonial office with the consent of Queen Victoria.

John A. Macdonald was made a Knight Commander of the Bath, one of the limited-membership orders of British chivalry. His chief lieutenant, Georges Edme Cartier, and five others were made Commanders of the Bath, honors carrying no titles.



Sir John knew instinctively that a grave political blunder had occurred, setting him so far above his colleagues—especially Cartier—as to slight them. Cartier and Alexander T. Galt refused the honors; Charles Tupper, S. Leonard Tilley, William McDougall and William P. Howland accepted them.

Cartier had stood by Macdonald through the tortuous pre-Confederation arguments. Though belittled as "the little corporal" his Gaelic charm had smoothed over many a rough spot in negotiation. And he had a clear view of what he wanted the new state to be.

He said in a speech: "I view the diversity of races in British North America in this way: We are of different races, not for the purpose of warring against each other, but in order to compete and emulate for the general good."

Days and weeks later, after a flurry of correspondence, Cartier was knighted, receiving a baronetcy. One of the first breaches of English-French equality in the new Dominion was bandaged up, if not healed.

But these events on July 1, 1867, are merely sidelights to the years of patient negotiation and dickerings—and some

brow-beating—that led to the achievement of Confederation. They also were but a prelude to the trials that followed to make Confederation stick and extend it from sea to sea.

Confederation wasn't an original thought of John A. Macdonald's; others had talked of various kinds of union among the original British colonies in North America. Nor did it have its genesis in any one event: rather, a combination of circumstances.

There was in the early 1800s a virtual stalemate in the governing of Lower and Upper Canada, with its dual administration of Canada East and Canada West, now Quebec and Ontario. There was at the same time a movement afoot to explore union of the Atlantic colonies of Newfoundland, Nova Scotia, Prince Edward Island and New Brunswick.

And it was a surprise for the Atlantic colonies when, in 1864, Lord Monck wrote seeking admission of the Canadas to a conference in Charlottetown on union—a conference for which the Atlantic colonies themselves were not prepared.

But there, John A. Macdonald emerged as the catalyst who brought the differing viewpoints together into an agreement in principle to explore the avenues towards federation of all the colonies.

Resolutions embodying the agreement were hammered out at a subsequent meeting of the Fathers of Confederation in Quebec, and though Newfoundland and Prince Edward Island demurred, the terms were written into law at a London conference before Christmas, 1866.

Then the British North America Act was passed by the British Parliament, itself caught up in the turmoil of political reform.



The London conference stuck closely to the Quebec resolutions passed two years earlier. Its main point of contention was the educational rights of the Protestant minority in Quebec and the Roman Catholic minorities in the other provinces, and the language to be used in describing the new federated state.

Macdonald wanted it called the Kingdom of Canada, with a viceroy instead of a governor-general—a foretaste of his famous rallying cry years later: "A British subject I was born, and a British subject I hope to die."

The colonial office, however, was afraid such a royalist title would upset the Americans, among whom sentiment was still high and likely to be stirred up easily by the Fenians.



Best Wishes to Canada on its
100TH BIRTHDAY

Mr. Louis Erb and staff wish at this time to thank their many friends for their continued goodwill and patronage over the last 20 years. It has been a pleasure to serve them, and we look forward to continuing so in the years to come.

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Lord Monck went to his Irish estate to await final arrangements in London before coming back to Canada as governor-general. He wrote to Macdonald in May, 1867:

"Our work, so far, has been finished. . . .
"Have a ministry ready to be sworn into office and to commence the performance of their several functions on 1st July.

"In authorizing you to undertake the duty of forming an administration for the Dominion of Canada, I desire to express my strong opinion that in future it should be distinctly understood that the position of first minister shall be held by one person, who shall be responsible to the governor-general for the appointment of other ministers, and that the system of dual first minister which has hitherto prevailed, shall be put an end to.

"I think this is of importance, not only with reference to the maintenance of satisfactory relations between the governor-general and his cabinet, but also with a view to the complete consolidation of the union which we have brought about."

So ended, Monck apparently thought, the dualism which led to stalemate between Canada East and Canada West under the 1840 Act of Union.

Ottawa had been designated capital of the Canadas a few
Continued on Page 19

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And Cartier Was Slighted

... But There Was Heartbreak Too

Continued from Page 18

years earlier, to end the legislature's periodic transfer among Quebec, Montreal, Kingston and Toronto. In 1865 and 1866, 300 civil servants took up residence, 1,500 were employed in building the new Parliament Buildings, and 130 MLAs arrived for their first and only session under the Union Act in June, 1867.

Ottawa was then described as "rapidly becoming the most important sawmill centre in British North America," shipping 80,000,000 board feet of lumber in 1867.

It grew out of an earlier settlement founded about 1800 by Philemon Wright—the present Quebec city of Hull, where "the Indians were displeased at the idea of having white neighbors, but withdrew their objections on being paid \$20 in cash."

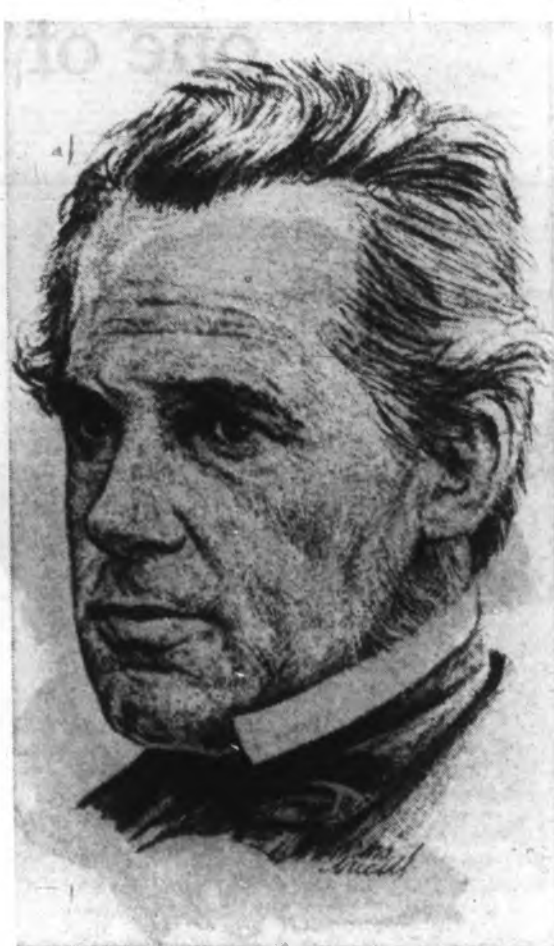
Col. John By was assigned by the British in the 1820s to

construct a canal from Kingston to the Ottawa River to bypass the rapids and U.S.-held south shore of the St. Lawrence, to ensure safe traffic between Lower and Upper Canada in time of war with the United States. The Rideau Canal was completed in 1832, and Ottawa became a lusty, brawling lumber town.

But on that Monday, July 1, 100 years ago, there was a gentility about the new capital of a new nation that hid the roughness of the old days in a spirit of quiet celebration.

In Ottawa that evening, Sir John ate well, and stood glass in hand watching the sun set behind the purple Gatineau Hills, which form a backdrop to the Parliament Buildings.

Fireworks punctuated the night sky. They were a portent of political fireworks which were long to punctuate the quiet city, picked "as an act of insanity" to be capital of Canada.



Cartier, An Ally Back From Exile

WHEN THE BRITISH exiled a young lawyer named Georges-Etienne Cartier from Canada after the Papineau-Mackenzie rebellion in 1837, no one thought that 30 years later he would be one of the founders of a new Canadian nation.

Cartier, probably from the same family as the famed explorer Jacques Cartier, was born at St. Antoine, Quebec, Sept. 6, 1814. After being called to the Quebec bar in 1835 he became friendly with the patriot Jean Louis Papineau and joined Papineau's abortive revolt. It failed and Cartier fled into exile. However, by 1848, he was back and sufficiently in public favor to be elected to the Canadian (now Quebec and Ontario) Parliament. From 1858 to 1862 he was joint Prime Minister of Canada with John A. Macdonald and they remained close associates for the rest of Cartier's life. Among Cartier's many achievements were the codification of the civil law of Lower Canada (Quebec), helping to end the oppressive seigniorial tenure in the province and playing a prominent part in the building of the Canadian Pacific and Grand Trunk railways. It was ironical that the former exile should be Canada's first federal militia minister in 1867. It was also ironical that Cartier, a devout Roman Catholic, later feuded politically with the church. It was largely through church influence that he was defeated in the 1872 general election. Another seat was found for him but he died a few months later on May 20, 1873, in London, England.

Long, Stubborn Struggle

Quebec Still Seeks Its Lost Autonomy

By STAN McDOWELL

ON February 3, 1865, Sir Etienne-Pascal Tache, Premier of Canada, offered fellow legislative councillors his view of the "intrinsic merits of the scheme of Confederation".

He stressed one: "If a Federal Union were obtained it would be tantamount to a separation of the provinces, and Lower Canada would thereby preserve its autonomy together with all the institutions it held so dear."

The journal of the debates recorded that "the honorable member repeated this portion of his speech in French".

An older Canadian nationality, it was clear, would have to be fitted intact if at all into the Confederation that was to found a "new nationality."

Unlike their English-speaking compatriots, these older Canadians did not need a new constitution, or new railroads, or the years ahead to make of them one people. The making of their people was the work of centuries already past.

This work was already well begun by the middle of the 17th century before the settlers began arriving in numbers in "the land of New France, called Canada."

Fur trade, wilderness and the fertility of virgin land had been ready to nourish the taste for adventure and independence, the self-sufficiency and the lack of docility that struck visitors as typical of the Canadians in the French regime.

The missionaries had come before the settlers to found a militant and independent church and to bequeath epic memories to a newborn people.

The seigniories established a link with the feudalism of the old world and, more important, great reserves of land to grow on.



The great St. Lawrence served as a highway and shaped the narrow strip farms fronting on its banks. This pattern of settlement did not provide concentrated population to encourage industrial development. But it made the open rural parish a very free and independent little world. In these rural parishes the Canadian people was born.

There was more to the society of New France than the people on the seigniorial lands. The real role of the settlers in the French regime was to provide the base of support for the fur trade. French officials and officers, and the developing Canadian bourgeoisie of the "beaver aristocracy," were the people who counted in the colony.

Or so it seemed before 1759.

But the people was better prepared than its leaders to survive the change of crown.

The Canadian habitants went on under George as they had under Louis, marrying young and raising large families.

The great reserves of seigniorial lands gave them room to grow, and put off until the early 19th century the first signs of the price that would be paid for this basis of growth—over-crowding of the available land and depletion of the soil by farming habits acquired when the land was young and generous.

While the people went on expanding, the Canadian leadership had been drastically altered by the early 19th century.

After 1763 the French officials, officers and merchants went back to France. With them went perhaps 2,000 leading Canadians.

A generation later the commercial middle class that remained in Canada was all but wiped out. Collapse of the French paper money and loss of their old European sources of goods and credit under British trade and navigation laws hastened their defeat by English competitors.

The first British governors had worked to court the people by conciliating the more conservative leaders: seigneurs and clergy.

The encouragement was all the clergy needed to gain an importance greater than they had enjoyed in the French regime. Their position was touchy but they firmly preached loyalty to the British Crown and used the credit this gave them to preserve their own autonomy. The deep-rooted parish could spread its branches.



By 1815, when Joseph Papineau, back from service as a military officer in the war of 1812, was elected speaker of the legislative assembly, it was clear who and what were the new men coming up to compete with the clergy for Canadian leadership.

They were the new members of the professions, lawyers, notaries, doctors and surveyors. But they had come up directly from the people. Their fathers were the independently-minded habitants of the rural parishes, not the gentry.

Sensitive to the modern liberal and nationalist ideals of the American and French revolutions, and admirers, up to a point, of British parliamentary institutions, they were yet traditionally-minded enough to think of themselves as the "new nobility" of what they called, to the alarm of their British governors, the "Canadian nation."

They were repelled by the commercial world represented by the English-speaking newcomers. And they greatly admired the rural farm life, which had afforded their people so much independence.

In the elected lower house of the legislature they campaigned for the autonomy of responsible government and obstructed legislation serving the interests of the English business men. Their struggle ended in armed rebellion in 1837. It was ruthlessly crushed.

After rebellion came despair. Lord Durham proposed assimilation of the French Canadians by the union of Upper and Lower Canada and responsible government. The Act of Union of 1840 gave the French language no rights.

But Louis LaFontaine was willing to take a chance on working with the Reformers of Upper Canada for responsible government which could then be used to assure the essential rights of the French-Canadian nationality.



The Upper Canadians needed the support of the French-speaking to win responsible government. They were willing to return the favor with legislation acceptable to Lower Canada's traditions and institutions.

The Patriotes had fought, in the end, to win an independent nation. LaFontaine and his followers won an independent parish. Their goal was the greatest possible freedom for French Canadians to live their own lives in their own way, without much interference from the government. From this time forward French Canada would be dominated by a profound distrust of the state. Not the politicians but the clergy and the local notables would be their real leaders.

This autonomy was bought at a price. To make a virtually autonomous world of the parish the people had to make the parish their world.

In the mid-19th century this rural life had grown hard and meagre. Habitants were leaving Quebec by the thousands for Ontario or the prairies or the United States. But the farm seemed the one base for an autonomous people. So the people's leaders proclaimed them children of the soil with an agricultural mission.

This mission provided the lumber camps with a reserve of hungry labor from the farms when the cold weather came. Even missionaries have to eat in the winter.

One of those who urged his compatriots to cling to the soil was himself a railroad lawyer who had fought as a Patriote for a larger independence at the battle of Saint Denis, Georges-Etienne Cartier.

Cartier had to face a new threat to the measure of autonomy LaFontaine had salvaged from the Union. Upper Canada now had the larger population and was crying for representation by population as an escape from "popery" and "French domination."

Cartier would lead a reluctant Quebec into Confederation on the condition that he could lead Quebec out of United Canada. Quebec's institutions were safe again. The old world of the parish had struck a deal with the new world of the railroads.

In 1885 the older world felt the hanging of Louis Riel like a slap in the face. Children in the villages chanted an old revolutionary anthem with new words for the occasion, the "Riel Marseillaise."



Wilfrid Laurier then protested the hanging. But the realization for Laurier was that in any collision between the wills of the two peoples the English majority would have its way. Rather than trade French nationalism for English, as his friend Honoré Mercier was vehemently doing, Laurier would devote his life to the attempt to prevent such collisions.

Conciliation was not always possible. In Quebec Henri Bourassa, of the unyielding school of Papineau and Mercier, was ready to dare the impossible at the risk of losing the possible.

As war approached Bourassa rejected Laurier's course of compromise between the views of French Canada and the imperial sentiment of the English-speaking. Imperialists and Bourassa nationalists united just long enough to attack Laurier from both sides and bring him down. Then the strange allies went back to fighting one another. Quebec was isolated and defenceless.

Quebec's bitter fury in 1917 was not provoked by conscription. Threats had been piling up.

Industry had been moving into Quebec in the early 20th century, pulling young men away from the farm life still viewed as the only possible economic foundation for an autonomous French Canada.

Ontario had virtually abolished French as a language of instruction in the separate schools. This, too, threatened national survival. The largest French-speaking population outside Quebec was in danger of assimilation.

Military recruiting methods in Quebec had been brutally inept, at least.

Finally conscription itself, imposed over the objections of the French Canadians—whose war effort had been far greater than their English-speaking compatriots—were in a mood to believe—repeated the frightening message of the hanging of Riel a generation before: when the English-speaking majority was determined to have its way it would not be stopped by the protesting minority. Laurier's whole career seemed to have been wiped out.

It took the cautious balance of a Mackenzie King to heal at least the surface of the wartime division, starting within Laurier's old party itself. Then he had the aid of his "right bower," Ernest Lapointe, among the people of Quebec.

Between the wars Lapointe assured Quebec that Canada

Peace-Keepers from Quebec

It has been such men as these, Sir Wilfrid Laurier in the early years of the century, and Louis St. Laurent later, who have kept a sometimes precarious peace in the nation. By compromise and adroit politics they evaded violent collision of English and French interests in Canada. But since long before Confederation this country has been an uneasy partnership.



would not be involved in foreign wars and that conscription would not come again.

War came and Canada was involved. In Quebec, Premier Maurice Duplessis called an election urging French Canadians to support his opposition to wartime centralization of power and conscription.

Lapointe led the Quebec federal ministers into Quebec to reply with a promise and a warning. If Duplessis were elected on that platform they would resign, leaving Quebec without a voice in a war government. The promise was: no conscription.



Quebec remembered 1917 and voted for the possible. Duplessis was rejected. Quebec would agree to a Canadian war effort. Lapointe stood as guarantor for the other half of the bargain.

But in late 1941 Lapointe was dead. In 1942 Canadians were asked in a plebiscite to release the government from its promise. Quebec voted no. The rest of the country voted yes. Again Quebec felt it was being brutally thrust out of the way of a determined majority.

Another provincial election in 1944 gave Quebec a chance to reconsider its consent to the bargain of 1939. This time the winner was Duplessis.

A French-Canadian postwar prime minister, Louis St. Laurent helped take the sting out of the wartime wounds,

and to lead his English-speaking compatriots toward being a little more independently Canadian. Canada, it seemed, was coming to accept the ideas of Henri Bourassa.

But Quebec had gone beyond Bourassa's Canadian nationalism. Its people were beginning to identify themselves first as Quebecois.

The central challenge faced by the French Canadians as a people in the 1960s is to find a way to rebuild their old autonomous existence on a new foundation adequate for the industrial world of the late 20th century. What the final response to that challenge will be the 1960s have not yet made clear.



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Galt Was a Restless Colonial

... but along with Tilley and Tupper one of the Indispensables

An American by birth, author John Joseph Schull came to Canada when he was a child in 1913, received his early schooling at Moose Jaw and completed extra-mural studies at Queen's University and University of Saskatchewan while engaged in advertising and freelance writing. He served with the RCNVR 1941-45 and his Far Distant Ships was endorsed as the official account of our war-time naval operations. He has since written several other books including the biography, Laurier, in 1965. His radio, television and magazine offerings have enjoyed a wide acceptance in Canada, the U.S. and England.

By JOSEPH SCHULL

It might be disrespectful, but it would probably be quite fair, to suggest that several of our Fathers of Confederation were expendable politicians who rode along with their betters. Two or three could be singled out as obstacles and nuisances. There were men of neither category who deserve more credit than they get, and out of all the 37 there were six who seem to have been indispensable.

George Brown and Georges Etienne Cartier, after years of arid battle, found the common ground on which English and French could meet. Alexander Tilloch Galt translated an old dream, without diminishing the dream, into the hard, practical realities of a balance sheet and a plan. Charles Tupper and Samuel Leonard Tilley were the rescuers of Confederation when it was a foundering hope in the Maritimes. And over the whole project from the first day in Charlottetown to the last day in London hovered the beguiling genius of that once-reluctant convert, John A. Macdonald.

Galt was the man who projected federal union into the realm of practical politics. Forty-seven years old in 1864, he was a leading figure in the Eastern Townships of Quebec and a Montreal tycoon. Handsome, imposing, eloquent and expansive, he was a land promoter and railway builder who knew where money grew. But another strain ran in him, for he was the son of a remarkable father. John Galt, the land promoter, had opened up the country around Guelph and Goderich in Ontario and had given his name to Galt. But he had also contrived to write several successful novels and he had bequeathed his qualities to his son.

With an affinity for cold cash went an ability to dream high. For Alexander Galt neither money-making nor the mere promotion of settlement would ever be enough. He saw the development of the continent and the organization of peoples in the terms of a great epic, and intended to play his part.

What was that part to be? How should a man begin? For a while he inclined to the "manifest destiny" of the Americans, the vision of a whole continent unified under one flag. That soon changed as Britishness reasserted itself, but Galt was a restless colonial. By 1858, when he entered politics in earnest, he had come to another view. He forced it upon a reluctant Cartier and a sceptical John A. Macdonald as the price of his support. The hope of the future was to be a British variation of the plan of the American union, federal in form, made up of autonomous provinces, ultimately to span the continent. Sheltered by British power, linked one day by railways, it would stand on its own at last from sea to sea.

All that was new in Galt's plan was his own clarity of vision and mastery of practical details. The difficulties were older than he was, and better known. There was the conflict of English and French in the two Canadas. There was the remoteness of the Maritime provinces and the greater remoteness of the West. Everywhere there was wilderness, lack of communication, lack of knowledge and lack of trust. All this had to be surmounted, most of it by other men.

Galt waited six years for politics to catch up with him, but when it did he was ready. From Charlottetown to London he was the man with the figures, the man with details



Sir Alexander Galt

... first federal finance minister



Sir Samuel Tilley

... his family was Mayflower stock



Sir Charles Tupper

... last founding father died in 1915

thought through, able to conjure up both for businessmen and dreamers the image of a viable nation.

Georges Etienne Cartier was three years older than Galt. He had fought with the patriots in the rebellion of 1837 and was still proud of it. He was equally proud, 27 years later, of being a British subject. He worshipped property with a true Victorian's love, and he saw in British rule the only protection for the French against the "mob rule" of American democracy. "I am an Englishman speaking French" was one of his favorite expressions.

He was Galt's friend and had much in common with Galt. Where one was a railway builder the other was a railway lawyer. Both men lay awake at night dreaming of iron parallels thrusting through hacked-down road allowances, bridging wildernesses, drawing up cities and wealth. Each man loved bigness, each was brusquely impatient of small men and small matters.

But there the resemblance ended and the difficulties began. Where Galt was serenely British, Cartier was watchfully French, charged always as leader in Lower Canada with the preservation of his people. Before progress, before everything, was the paramount need to survive.

It was that need which held him allied with Macdonald in the parliament of united Canada. That it was a creaking political anachronism no man could doubt. Where Upper and Lower Canadians stood locked with equal numbers while a growing English majority was denied its proper voice, there could be defiance and deadlock, but there was no government. The two-headed monster was lurching toward collapse.



Yet the only alternative offered was the vision of George Brown. It was Representation by Population, dominance by the English, and the prospect of final submergence which was all Brown seemed to offer. Until Brown changed Cartier could not change. Time was against him, every argument was against him, but there could be no giving way. Cartier stood up in the rigged and toppling legislature, bristling and small, charming and domineering, with his great laugh and his English that "sounded like shaking a bag of nails," defending the status quo.

John A. Macdonald stood with him, the leader of the Conservative party of Upper Canada, the enemy of George Brown and Brown's reformers. Of all men in that spring of 1864, as ministries toppled and government ground toward a standstill, Macdonald's position seemed the least happy.

How could he stand much longer? How, as an Upper Canadian, could he resist the plain fact of that Upper Canadian majority, the plain justice of the cry for Rep by Pop? Yet how could he give way when he needed Cartier's votes to survive at all? How, in any case, could he allow the

weight of the English to be thrown against the French? Brown, that gritty Calvinist, might be prepared for such a conflict; John A. Macdonald was not.

Neither had he any faith in the project of federal union. He could see as far as Galt when he chose to do so. But all his hopes, distracted and soiled though they were by the smoke of politics, were bent in the way of a strong, unified nation. To him the federalism of the Americans meant weak government, divided government and ultimate disaster. He could point to the proof of his fears in that dreadful war in the south, but he could not point to a remedy for the flinty problems of Canada.



Macdonald was losing power and losing hope. No man was more supple in politics, more winning as a persuader, more clear-headed or clear-sighted. But he seemed to have come to his limit with nothing gained. At 49 he had been 20 years in politics and was growing poorer by the year. His invalid wife had died. He was alone, drinking too much, half-sick, indifferent and discouraged, as ready as he ever would be to quit politics. He did not believe in miracles and there was no miracle in sight. Or rather, it stood before him, too familiar to recognize.

George Brown, when he came to Quebec for the session of 1864, looked much the same as usual. The great rawboned, red-haired Scot, the Free Kirk Presbyterian and apostle of Rep by Pop, was now 46 years old. He had made his fortune in Toronto. He had made his beloved Globe the voice of Upper Canada and he had built the Reform Party. He had made himself in the process anathema to the French. Everything he stood for seemed to threaten them, and none of his rare disclaimers soothed their fears. He was the voice of Englishness determined to ride down Frenchness. He was the voice of Toronto in business, at war with Montreal. He disliked Catholicism, detested priests in politics. National schools everywhere, with clerical influence excluded, were to him a first necessity. They meant for the French the end of their dearest safeguards.

Often right, always loud, tactless, uncompromising, devoted to the head-on clash, he had fought for his causes with single-eyed ferocity. And he had built the wall that shut him away from success. There would never be power for Brown while it rested on French votes.

He had come to accept that fact without much caring. Three years before, utterly sick of the struggle, he had gone on a visit to Edinburgh, a retired politician. There he had met Anne Nelson and brought her home as his wife. She was a charming, intelligent, cultivated woman who had taken the measure of her George.

He had not been lonely in the 43 years before Anne; there had always been a warm gay home that would have astonished his French enemies, with a beloved mother and father and brothers and sisters and their children. George Brown had been content as a bachelor, but a man with half a life. Now, as his adored Anne presented him with daughter Maggie, everything grew rounded out, every perspective changed. The Globe was third in his affections and politics a poor fourth. He went back to the game because of his friends and causes, but it was an irksome duty now. He was a man fretful of talk, a man who wrote endless letters, anxious to follow them home.

"Perhaps the real father of Confederation," says Professor Frank H. Underhill with his tongue only partly in his cheek, "was Mrs. George Brown." In any case it was a changed man who sat in the legislature of Canada through

the spring of 1864, watching the collapse of the old union, the fall of Macdonald and Cartier, the final reality of deadlock.

Once he might have leaped for victory, piling demand on demand, chaos on chaos. Instead the essence of the man came out, matured through the years of struggle, softened by his own happiness. He shared with all these others, enemies and friends alike, that glimmering hope of a nation. What he had sought, after all, was not justice to the French, it was merely justice to the English. Might there not be a justice wide enough to shelter both?

On that ground Cartier met him. To that ground Macdonald came, forgetting old feuds and fears. He would endure Brown while Brown must be endured. He would take Galt's plan and mend it, he would better the American way. The tired politician was becoming the master builder, soon to be alight with the work. He saw farther than most and expected the way to be long. There would be high politics and rough politics but he had the men for both, or he would find them.

Charles Tupper of Nova Scotia was a man more than ready. A restless provincial premier, just turned 43, he was eager for wider horizons. "To have a dash at somebody... at least to shiver a lance." He was a highly regarded doctor who had finished his training in Edinburgh, and a dreaded politician who had tumbled Joseph Howe.

Yet no achievement to date had brought him fulfilment. He chafed in his narrow boundaries, his petty provincial affairs. Blunt, brash, sarcastic and terrible in debate, totally fearless and often totally ruthless, he was a ferocious bundle of creative energy that had never been fully applied.

The spark was struck at Charlottetown and the fire was not to go out. Charles Tupper would beat down Howe once more in the battle for Confederation, he would drag his mutinous province into union and at last would make her like it. He would be the driving power behind the CPR and he would die, the last of the Fathers, in the midst of the First World War, outliving the age he had known.



Samuel Leonard Tilley seems as different from Tupper as it is possible for a man to be. Forty-six in 1864, he was slight, mild and amiable. He said little and thought before he spoke. He had begun life as a druggist and retired at 37, comfortably independent. As premier of New Brunswick, he was an honest man and a gentleman where politics was grab and brawl—hardly the man, it seemed, for a long war of attrition.

But he was tougher than he looked to the enemies of Confederation. Half convinced at Charlottetown and wholly convinced at Quebec, he came home to propose the plan and he was tumbling from power. "In 15 months," he said, "the people will change their minds." And when they did, he was ready. The amiable druggist, in as rough and reeking a battle as Tupper would ever know, brought New Brunswick into union. The arch was built from the Canadas to the sea, and it would stand. Tilley would have his cheers as well as Tupper.

Neither Tilley nor Tupper nor any of the four Canadians achieved his work alone. But here in this group of six was the delicately balanced, highly explosive compound that gave to the Confederation movement its vital thrust and force. That they came together at all was one of the major miracles. That they held together, through the crucial months that counted, was a tribute to the bigness of spirit and the power of a great idea. Politicians reached up to touch the heights of their craft. Men and their moment in history came to a happy meeting.

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. . . Descendants of Immigrants Who Came on Different Tides'

WE are 20 million people, going into our second century of Confederation, and a thoroughly mixed bag.

We are not a bicultural but a plural society. Our country, now called Canada, has been a multi-colored, ever-changing tapestry of peoples since the far reaches of pre-history. Long before Norsemen built the smithy lately uncovered in Newfoundland by Heide Ingstad, the continent was shared by widely divergent cultures and by language groups as far apart as English and Chinese. Within historic times Indians of 11 basic tongues roamed the Canadian lands while a people of different stock preserved the ancient language of the Eskimos on the Arctic shores.

By MAURICE WESTERN

We are all descendants of immigrants, people who came on different tides. There is no evidence that man developed independently in America. But among the Indians and Eskimos, our senior residents, even the folk memory of the Behring crossing has long since vanished.

Of the French Canadians, 86.4 per cent at the last census were Canadian-born; of Canadians originating in the British Isles, 84.4. The other groups show great diversities. Although it was not until 1894 that the first Ukrainian advance party reached Star, Alberta, 76.7 per cent of today's Ukrainians are Canadian-born. In contrast, the Italians came earlier but the high tide of their migration very much later. So strongly has it flowed since the Second World War that now at least six in 10 of them are persons born abroad.

We are all ethnics but ethnic classifications seldom make much sense. At what point in time could the Anglo-Saxon heirs of Hengist and Horsa have satisfied census officials that they were indubitably English and no longer transplanted Germans?

Looking at the tapestry more or less through the eyes of the census people, we can discern at least seven major groupings in the over-all pattern.

The largest group are the Anglo-Celts: a varied lot including the English of Newfoundland and Victoria, B.C., Scottish descendants of the Selkirk settlers, Ottawa valley Irish whose ancestors in many cases fled from the potato famine to the lumber camps, a rather small group from the Welsh valleys, and here and there Manxmen and Channel Islanders. Together they constitute 44 per cent of the population, the proportion having dropped steadily from the 60.5 per cent at Confederation.

Next are the French. Almost all trace their origins to the 60,000 Quebecers and a few thousand Acadians in Canada at the conquest. Remarkably, considering the absence of immigration and losses to New England, they have held steady at about 30 per cent since 1867. But French-speaking Canadians are not a monolithic group. Louis Riel long ago discerned a "new nation" in the Metis of the West.

The third category of "other Europeans" accounted in 1961 for about 4.1 million or 22.6 per cent of Canadians. Rather more than half of these were Germans and Blavs. In rough balance, each group exceeding a million. In the remaining mix of peoples the Italians and Netherlands (each approaching the half-million mark) and the Scandinavians (approaching 400,000) were the largest elements. But there were also substantial numbers of Belgians, Finns, Greeks, Hungarians, Romanians, Balts and Portuguese, as well as a Jewish community drawn from many lands and numbering some 175,000.

Indians and Eskimos number about one-quarter of a million and they still constitute a large majority in the Northwest Territories.

DBS Figures Show Our Varied Origins

Most Canadians know that our population today is roughly 20 million but few are as well informed about our racial origins.

Many people still believe we are predominantly British. In actual fact less than half of us had our roots in the U.K. Here is the breakdown:

British	7,996,000	Polish	223,517
French	5,540,346	Native Indian and Eskimo	220,121
German	1,049,599	Jewish	173,344
Ukrainian	473,337	Asiatic	121,753
Italian	450,351	Russian	119,168
Netherlands	428,679	Others	983,829
Scandinavian	386,534		

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No. 79

Commemorating

CANADA'S CONFEDERATION CENTENNIAL

Less than one per cent of our people are Asiatics. Their ancestors, recruited by the CPR, were nation-builders in the most literal sense but the nation afterwards did its best to exclude them. Almost half the Asiatic Canadians are Chinese.

Negroes form a tiny group. The most conspicuous colony is in Nova Scotia. The ancestors of many of these Canadians were brought here as slaves; others escaped via the "underground railway" from servitude in the southern states.

But the diversity of the country is only partially revealed by census tables. For the migrant founders came in waves, following a receding frontier and giving each province a special character. Thus Newfoundland, where the English first touched down, still has a population British in origin to the extent of 93.7 per cent. At the other extreme in English-speaking Canada is Saskatchewan where the "British," although still the largest group, account for only 40 per cent of the total.

The lures of fur and freedom carried the French into every province and their settlements, many of them very old, are strung like beads along the historic waterways. It is one aspect of our central problem that at least 1,300,000 French live outside Quebec. The other is that some 90 per cent are still concentrated in a super-block consisting of the Quebec "homeland" and contiguous areas of New Brunswick (nearly 40 per cent French) and Ontario.

It is sometimes supposed that a bi-national pattern was broken only by the pouring of European settlers after 1900. But things were never so simple.

The Germans of Lunenburg, Nova Scotia, are descendants of Hanoverians who came, at the invitation of George II, around 1753, well before the conquest.

After the American revolution came a second wave. They were Rhinelanders, Hessians, Palatines, Swiss (and among them were many Dutch Mennonites). Large numbers of United Empire Loyalists were New York or Pennsylvania Germans; those who petitioned Prince Edward at Niagara in 1787 spoke Low Dutch. With ex-soldiers of the King were



Rumanian dances enjoyed here.

people whose neutrality, founded on religious belief, had made them suspect to the rebels. It is of interest that Yonge Street was first hacked out of the Ontario bush by German immigrants.

By Confederation, Ontario was 10 per cent German; Nova Scotia only slightly less so. Moreover the Irish, with bitter memories of misrule in the homeland, were often regarded in those days as an important "third force" in Canadian politics. Thus it is understandable that Cartier should have laid such stress on the "diversity of races", McGee on the "new nationality", Macdonald on the "great nationality" of the future.

But the opening of the West, scantily populated at Confederation by French, Indians, Metis and Scottish sons of the Selkirk settlers, did bring dramatic changes. The first great movement, which made a lasting impress especially on Manitoba, was of "old Ontario" British stock seeking homesteads on the fertile plains. Other early arrivals were Mennonites and the Icelanders, who discerned their "new Paradise" in the lake country.

The second and greatest movement occurred after 1900. The magnets were the land and the opportunities associated with it. Of those who responded to the intensive recruiting campaign launched by Sir Clifford Sifton were great numbers of people escaping the desperate rural poverty of central and eastern Europe. As late as 1912 special inducements were held out only to farmers, farm laborers and domestic female servants; others (and there were many) were on their own.

Now came the Slavs, the men in the sheepskin coats, the poorest of the poor. Roughly half were Ukrainians. In the confusion of those times, they were often listed as Austrians, Russians, Ruthenians, Russniaks or Bukovinian, and in the West were generally known as Galicians, after the province from which most of them came.

Like the Poles, and partly because they relied on woodcutting or railway construction to supplement their scanty means, the Ukrainians sought the park country, forming block settlements along the line of the old Canadian Northern. In Manitoba, they are today the second group and in the Yorkton-Canora area they form 40 per cent of the population.

For others, such as the British, Scandinavians and Germans, the open plains held greater attraction. Today the highest percentages of Germans are recorded in census districts on both sides of the Alberta-Saskatchewan border.

But from district to district the pattern changes. Towns such as Rosthern, Edenwold and Neudorf show strong German influence. Around Verigin and Blaine Lake, one encounters the independent Doukhobors, around Thunder Bay Finns in conspicuous numbers, in Esterhazy and Kapsovar Hungarians, about Wood Mountain Romanian groups. Bruxelles, naturally, is a Belgian centre. Winkler and Steinbach are notable Mennonite settlements whose people commonly bear Flemish or Frisian names.

No people adapted more readily than the Scandinavians, large numbers of whom moved on to Canada from earlier homes in the American West. Less than others did they need the security of the block settlements, which often retarded the intermingling of peoples. It is a striking fact, revealed by the census, that in 1961 almost 70 per cent of Scandinavian husbands were married to persons of other ethnic groups.

The immigration tide flowed strongly again in the 1920s. But the disappearance of the harvester trains was an early sign that agriculture was losing its pulling power. With farm mechanization and the post-war industrial surge, immigration changed in a startling fashion. Newcomers since 1945 have



Dutch tulips beautify Ottawa.

generally been city folk, drawn to the factories and service industries of eastern Canada. Thus the Italians, as late arrivals, are heavily concentrated in Toronto, Hamilton and Montreal.

Meanwhile the same attraction was working within Canada to such an extent that Ontario today counts more of every non-French major group (with the exception of the westward-moving Scandinavians and Asiatics) than any other province. Even in the case of the Asiatics there is now almost a balance between Ontario and British Columbia.

With this coming together of peoples who once settled the West in almost Balkan fashion, old frictions and prejudices have yielded to mutual respect and a shared outlook. There is now a general recognition that all groups have made distinct and substantial contributions without which the community in all its aspects would be much the poorer. Indeed, some have played parts out of all proportion to their numbers; the Icelanders, for example, are a small group and yet they have made such a contribution to the arts, the sciences and public life that it is difficult to imagine Manitoba without them.

It is natural that a community with such a past and present should be markedly reluctant to turn back from the concept of Canada to that of the Canadas, divided and compartmentalized. But compartments do tragically exist for, until recently, the Indians and Eskimos were forgotten peoples left behind in the general advance. Moreover, the whole society is threatened by the re-emergence in Quebec of the "two-nation" theory. We are carrying a heavy agenda of unfinished business into our second century.



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Fur Laid Foundation for a Nation's Growth

By JOHN DEUTSCH

A prominent Canadian economist, John B. Deutsch of Ottawa was born in Saskatchewan and graduated in commerce at Queen's University. He served in the Bank of Canada and the department of external affairs and as economic advisor to the Winnipeg Free Press before becoming assistant deputy minister of finance for Canada. Later he headed the department of economics at University of British Columbia and was vice-principal of Queen's between 1959 and 1963. He has served on several royal commissions.



SELDOM in history has a product of nature exerted such a profound influence on the development of a nation as that of fur on Canada. This influence dates back to the day in 1670 when half a continent, defined by Royal Charter, was granted by the King of England to the "Governor and Company of Adventurers of England Trading into Hudson's Bay".

By 1738 LaVerendrye, French Canadian explorer, had established a rival fur route from Montreal by way of the Great Lakes and interconnecting waters to the present site of Winnipeg. In 1793 Mackenzie of the North West Company had reached the Pacific at the mouth of the Deane Inlet at Bella Coola. After the amalgamation of the North West Company with Hudson's Bay Company in 1821 the immense territory bordering the Pacific was ruled by fur.



Thus, well into the 19th century, the export of fur underpinned the initial development of what was to become Western Canada. But people, not products, make a country. The seeds of change had already been planted. In 1811 the Hudson's Bay Company granted to Lord Selkirk, for his settlement on the Red River, 116,000 square miles for farming purposes. The stage was set for the transformation of the prairies from fur-trading to agriculture.

By this time Eastern Canada also had its staple exports. The Maritimes had its timber and fish while the St. Lawrence area had its lumber and wheat. Some minor progress had been achieved in diversifying the economies of the four Crown colonies—the Maritimes had its shipbuilding, and the St. Lawrence its flour milling and commercial and financial activities. However the colonies were critically dependent upon the export of a few basic staples.



Men like Sir Alexander Mackenzie, above, the first white man to come overland to the Pacific, came to open the trails only for the fur trade. Their forts, such as Fort Victoria, right, grew to be villages, then cities as later arrivals found other uses for the new land. But fur was the start.



—B.C. Provincial Archives Photos.

At the time of Confederation, agriculture, fish, timber and lumber accounted for over 80 per cent of the value of Canadian exports. Confederation itself, to the extent that it was a customs union, was in part a response to radical shifts in the world's demand for Canadian staples. For a while, the Reciprocity Treaty of 1854 with the United States seemed to offer an alternative to basic structural changes in the economies of the four colonies. The termination of the treaty in 1866 was an added stimulus for the colonies to seek another solution to their economic problems.

A century ago, agriculture was Canada's dominant industry. Even at the turn of the century, in terms of employment it remained dominant. In 1901 agriculture accounted for 40 per cent of Canadian employment while manufacturing provided only 16 per cent of total employment.

By 1965 only 9 per cent of employed Canadians worked on the farm while over 25 per cent earned their income from manufacturing. Since Confederation, the volume of Canada's manufacturing output has risen more than 30 per cent faster than the growth in the volume of all goods and services in this country.

A hundred years ago Canada accounted for a very small share of the value of world exports, whereas today Canada ranks among the first half dozen trading nations in the world. Our exports range over a vast list of commodities, from basic raw materials to highly complex products of space-age electronics.

The wheat economy played a strategic role in the early industrialization of Canada and figured prominently in the development of Canada's external trade. With the introduction of Red Fife at the turn of the century and the improved variety of Marquis after 1911, wheat and flour exports expanded to account for as much as one-quarter of the total value of Canadian exports as late as 1930. Today they still account for more than 10 per cent.

Raw timber and lumber constituted an important part of our exports at Confederation. Today lumber is still an important export but it is greatly overshadowed by exports of much more highly processed wood products in the form of newsprint and woodpulp.

In many instances the resources underpinning our modern industrialism were not unknown to the fur trader. The first reported mention of oil was in 1788, when Peter Pond, a fur trader, travelled to the junction of the Athabasca and Clearwater Rivers. He reported that he found Indians using a "sticky substance oozing from the river banks" to waterproof their canoes. Only today is modern technology bringing the Athabasca Oil Sands into commercial production, adding a dramatic chapter to the Canadian oil and gas story dating back to Sarnia, the Turner Valley, Leduc and Pincher Creek. In 1965 the value of oil and gas exports was equivalent to the value of our oil imports, so that Canada is paying its own way in regard to this modern source of energy.

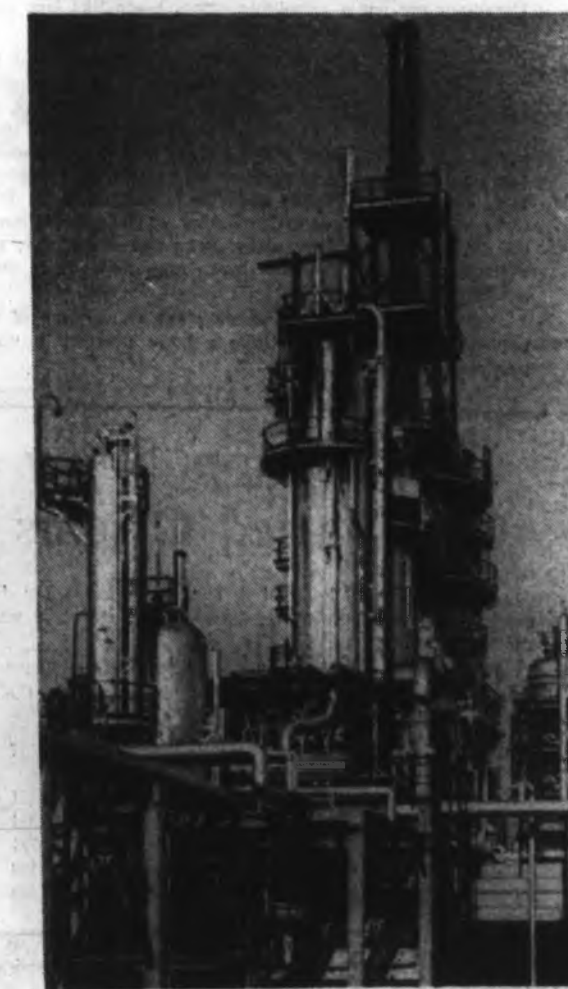


Canada's prosperity is strongly supported by the matching of world demand, developing technology and natural resources. The rapidly emerging potash industry is a good example of this process. A world grown hungry, the perfection of mining techniques and the more intensive exploration of a basic resource, potash, that was known to exist as early as 1917, have converged to create the necessary conditions for the development of a great new industry in Western Canada.

The dawn of the 20th century marked the beginning of a vast flow of immigrants to Canada. Since the end of the Second World War, net migration has brought roughly a million and a half additional people to our shores. These people brought with them a large store of trades, skills and professions that made possible the great economic expansion during the last 20 years.

Today we are rapidly increasing the level of education and training of our young people who constitute so large a proportion of our population. Because of the high birth rates of the 1940s and 1950s, Canada has relatively more young people than any other modern industrial nation.

The fur trade, which laid the first foundation for a continental nation, is still with us. It now constitutes, however, only a very small fraction of our vast modern economy. Canada has travelled a long way from the days of fur, and yet the days of fur have left a heritage of nation-building which has continued down to the present day. The beaver remains a symbol, not only of this country's origin, but of the enterprise and ambition needed to win the remaining frontiers of this northern nation.



—Imperial Oil Picture.

Simple fur trader would have been confounded by the technology of his descendants when Canada moved from export of raw resources to home processing. This complicated structure is part of an Edmonton oil refinery.



—Powell River Studio.

Newsprint industry was one the early fur traders never considered. This picture was taken at the Powell River operations now owned by MacMillan, Bloedel Ltd. The mill is now the world's largest integrated producer.



—CP Photo.

Industrial Canada is well symbolized by this picture of Saskatchewan's potash industry at Esterhazy. The plant, built by International Minerals and Chemicals Corp. (Canada) is helping divert the province's dependence on farming.



1867



1967

It took more than an Act of Parliament to make this country.
It took hands, and straining backs, and an iron will.
To fell the trees, and plant the seeds, and build the cities.
It took a unique vision that a hundred separate communities would one day swell into the voice of a nation.
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Here's to the next hundred years.

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An Epilogue

By Bruce Hutchison

Where Are We Now? Where Do We Go?

IT IS easy to tell the outward story of the Canadian nation in its first hundred years. The geographical, political and economic adventures that turned a group of four little British colonies into a transcontinental state fill countless history books and are summarized on these pages. It is difficult, however, perhaps impossible, to trace the inward record of the Canadian mind. Yet the mental and emotional climate has always been the decisive factor in this or any other nation's past and will shape its future.

Almost a generation ago Canada was called the Unknown Country. That description may have been justified at the time but is it valid today? Has the nation finally discovered itself in the historic centennial year? If we could give an answer to such questions we might chart the future with some assurance. Of course we cannot. The ablest statesman, economist or statistician can give us no answer. The largest of all facts remains unknown.

"Almost a generation ago Canada was called the Unknown Country. That description may have been justified at the time but is it valid today?"

But it is possible to trace the zig-zag path of Canada's thinking over the century now behind us, at least in a rough fashion. The general direction can be mapped, an approximate bearing taken to guide us in the century ahead. Thus examined, the history of the nation falls into about half a dozen recognizable chapters, all of them compulsory reading if we are to understand where we are now, and where we are likely to go.

The opening chapter, written by the Fathers of Confederation, is simple and readily understood because it reflects their simple times. Throughout the generation colored and dominated by the mysterious personality of Macdonald, Canada was a nation, or the embryo of a nation, only in name and constitution. In mind it was a colony of Britain without the power or will to challenge the imperial policies of a regnant Empire which alone defended it.

The seeds of Canadian independence had been planted nevertheless and must grow. Their frail preliminary sprouts could be seen, though few foreigners saw them as early as the Washington Conference in 1871. Macdonald, an ardent monarchist, who was born and pledged himself to die a British subject, did not hesitate to oppose, though he could not resist, British policies as they adversely affected Canada.

"Throughout the generation colored and dominated by the mysterious personality of Macdonald, Canada was a nation, or the embryo of a nation, only in name and constitution."

When he helplessly watched Canadian interests sold at a cheap price to satisfy the United States he felt himself and his people betrayed by their friends in Britain. His mistrust of "over-washed Englishmen, full of crochets," never left him but he knew, even at the end of his long life, that Canada continued to be a dependency of Britain, a beneficiary and sometimes a victim of its power. The Canadian voice might proclaim, and legal documents assert, an expanding sovereignty. The collective Canadian mind was still colonial.

Those facts of life had not changed much when Laurier opened the second chapter in 1896. But a Canadian, as distinguished from a colonial, mind was becoming faintly visible to those who could read between the lines of official correspondence.

Canada's anger at an unsatisfactory Alaska boundary settlement dictated by the United States and accepted by a British commissioner; Laurier's

polite, but stubborn and successful, opposition to an Empire foreign policy centred in London; the defeat of Reciprocity in 1911 because Canadians feared, rightly or wrongly, that it might threaten their independence—all these events showed that Canada was becoming a nation suspicious of pressure from Britain and the United States alike.

The First World War, a brutal catalyst, was the most potent and wrenching of all events in the Canadian mind which came through this agony with a sense of its growing power, its individuality and its own purposes.

Borden's signature on the peace treaty and Canada's membership in the League of Nations formally established a North American nation clearly distinguishable from its parent and its neighbor. Reluctantly and dubiously, the world had recognized it.

In 1931 the Statute of Westminster merely codified a status already won in constitutional practice and, more important, in the nation's forceful but self-centred and somewhat complacent attitude toward itself and the human family outside its far-flung borders.

The sudden outburst of native vigor did not last long. Like all other countries, Canada was prostrate in the grip of the world depression, its economy paralyzed, its people poor, divided and quarrelsome, its politicians quite unable to grasp the nature of an inchoate social revolution that must change everything.

If the Canadian mind was bewildered, it had not entirely forgotten the old lessons of shrewd common sense learned on the frontier. It could still learn, experiment and innovate, with much trial, error and misery. Under Mackenzie King's cautious and often devious leadership, Canada had begun to comprehend the new economics and to draw the crude blueprint of a new society before its energies were remobilized overnight for a different task.

"The First World War, a brutal catalyst, was the most potent and wrenching of all events in the Canadian mind . . ."

The Second World War produced not only a rich industrial economy but a new confidence and a will to further bold experiment. The modern welfare state, without definition, so far, but with high hopes and unforeseen costs, had appeared before the war's end. The Keynesian theories of economic planning had been installed in government, rather vaguely but deeply and permanently. All the confusion of politics in the last decade is the accurate mirror of the nation's confusion and disagreement as it tries to make the half-built system work.

Something else, equally or more significant, had slowly penetrated the national sub-conscious and now is slowly reaching the conscious. A nation which could count in earlier times on the power of Britain and a worldwide Commonwealth as a counterweight to the power of the United States is forced to realize that henceforth it must depend primarily on its own resources.

That lesson is stern, shaking, and outside all our previous experience. But another, even more formidable, has yet to be fully learned—the nation must solve its own problems, especially its ancient problem of a cultural duality, or it will have neither the chance nor the right to live through a second century. No foreign nation can solve these problems for us. None prevents us from solving them. And no one but a Canadian can really understand them.

The many-sided test now under way will continue, no doubt, to convulse our politics and all the outward apparatus of a society in rapid evolution. But the test will be mastered, or defaulted, in the Canadian mind, always the real focus of man's endless adventure. It is constantly changing, never calculable and, except for a few well-marked trails, remains an Unknown Country.



Photo by Bill Balliett



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... OF INTEREST

Looking Forward

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Since the first meeting of the Victoria Real Estate Board 47 years ago this organization has worked for the betterment of conditions throughout our community, supporting progressive developments. Today it moves with the changing times, meeting the challenge of conditions as they are, planning ahead to improve public service.

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OUR PAST MAKES YOUR FUTURE

by
William Bailey, H.D.D., R.I. (B.C.)

Existing records show that the business of Real Estate is the oldest in history. According to Genesis, Chapter 2 and 3, Adam and his wife were granted a lease of a beautiful and productive Garden to occupy and enjoy forever. For reasons well-known to everyone, Adam and his wife committed a Breach of Contract (the Lease) quite early in their tenancy and were subsequently evicted from the Garden. Naturally they needed another home immediately, and thus, the business was started.

The first-known deal on Vancouver Island was at Uclulet between Maquinna, an Indian Chief and James Strange, a sea captain. After a long and arduous voyage, most of Strange's crew were sick, so for one shilling's worth of nails (about 25c), he acquired the tribe's old "Long House" as a and after three days the crew refused to stay there, claiming the premises were dirty and the Long House reverted to Maquinna. No one knows what happened to the nails; probably forfeited as "liquidated damages."

Another famous transaction was on July 2nd, 1891, between the Honourable Theodore Davis and Mr. P. Murphy for a corner lot of 30 feet on Yates Street and 70 feet on Government Street. The two met by chance in a cigar store further up Yates and the Honourable Theodore, then the Attorney-General of B.C., asked Murphy casually, "What do you value that corner at, Murphy?" Now Murphy was an Irishman—from Ireland—and, by definition, was "agin the Government" as represented by the Attorney-General, so without a blush he said, "I value it at about a quarter of an average City lot!" "Done," says Theodore and thereupon wrote a cheque for \$10,000.00 deposit and they walked across the street to another lawyer who completed the deal three days later.

When gold was discovered in the Fraser Valley, Victoria's population increased five fold almost overnight; so, of course, did Real Estate sales and prices. A few canny lads saw more wealth in Victoria than in Barkerville and stayed here to the benefit of the Town and themselves. Their descendants now live in such prestige areas as the Uplands, Beach Drive, Towner Park and Gordon Head. Verb sap.

In 1893 a paralyzing depression hit all Canada. Land could hardly be given away but Victoria's progress, though halted, could not be stopped. Growth of both Town and population continued and always Real Estate men took a leading part in Civic Affairs. They helped draft By-Laws, advised City Council and promoted improvements. At the request of Victoria's first Mayor, they assisted in writing an "Ordinance against Nuisances." One clause was "No person shall ride or drive on public streets at a pace of more than eight miles an hour." Another was "No person shall throw garbage or rubbish into gutters, streams, the harbour or the sea."

As a body, Realtors have contributed much to Civic Improvement, especially beautification of the City in such matters as hanging flower baskets, tree planting, pruning and zoning amongst many other things. They are frequently called upon by Government and Municipal authorities to assist on Arbitration Committees, Appraisal, Assessment, Planning, etc. Of course, members constantly act professionally for official bodies and large Exchange. Hence, it was not surprising that in 1908 Victoria's Real Estate Exchange was formed as an official body. Membership was scanty; it was run much as a gentlemen's club, its purpose to introduce a system of ethics and of mutual help amongst Agents and to exchange listings, the first form of Multiple Listing now so popular. As yet no one was required to hold a licence or show proof of competency in his calling. In 1920 the first Real Estate Licensing Act was promulgated and in 1921 the Exchange became the Real Estate Board of Victoria. The Act was amended in 1928 to include Bonding of Agents and Salesmen and again in 1930, each time improving Real Estate Board of Victoria. Board members took their role seriously and early instituted a Disciplinary Committee to suspend or expel men guilty of unethical or dishonest trading. There was also an Arbitration Committee.

Because of this self-policing, not all Agents belonged to the organization but always there was a solid core of forward-looking men who saw the necessity of unquestionable business conduct and reputation. In 1935 came the Multiple Listing Bureau now integral with the Board. Overnight it was a spectacular success, welcomed by both Vendors and Purchasers. Over \$20,000,000.00 of sales were made under Multiple Listing in Victoria in 1936. Concurrently with these developments, the qualification standards of Agents and Salesmen were being closely examined by Victoria, Vancouver and New Westminster Boards. It was decided by these Boards, elected by and from Realtors themselves, that all Agents and Salesmen should be trained before licensing. At the invitation of the B.C. Association of Real Estate Boards, from Great Britain came Mr. Philip White, a graduate of Cambridge and before licensing, a practicing Estate Manager and an expert in the University of London School of Economics, a graduate of \$50,000.00 to the University of Real Estate matters. With a guarantee of \$50,000.00 and courses taking up Vancouver, Victoria and New Westminster Boards, he was appointed to head a department of the Faculty of Commerce at U.B.C. Planning, Mortgage Law, is to three years in many subjects such as Law, Law, Planning, Mortgage Law, even Building Construction were instituted. Now, Professor Philip White is Dean of the Faculty and every Agent and Salesman must be qualified before licensing. At the same time the Real Estate Act was completely revised and extended with the assistance of the Boards to the great benefit of both Vendors and Purchasers. In 1959 Victoria Board contributed voluntarily \$1,000.00 to assist in starting the University of Victoria, while in 1960 a Foundation Fund of \$125,000.00 was set up by the B.C. Association of Real Estate Boards to provide Scholarships at U.B.C. for students majoring in Real Estate for the Bachelor of Commerce Degree. The term "Realtors" is now registered and restricted to Board members only.

As a result of these enlightened, modern, forward looking policies and activities on which many local men have worked, the B.C. Real Estate Act is the admiration of all North American Realtors. Especially are the educational requirements admired elsewhere in Canada and the U.S.A. because of the built-in protection for the general public who thus are assured of expert, honest and informed service from all Realtors. SO, TO HAVE A CARE-FREE OLD AGE, BUY PROPERTY NOW. Victoria has a trained, trustworthy and expert body of Realtors who will help YOU grow with B.C. whose future is foreshadowed by its past. This writer is proud to have them as his colleagues and friends. You can be, too.

Past Presidents of The Victoria Real Estate Board

• P. R. Brown	1923
• J. Forman	1924
• J. C. Bridgman	1925, 1932, 1939-40
• F. E. Wintlow	1926
• A. R. Wolfenden	1927
• H. Outhbert Holmes	1928
• S. G. Clark	1929
• M. Kirkpatrick Crockett	1930
• A. Carmichael	1931
• T. J. Goodlake	1933, 1934, 1935
• H. R. Shanks	1936, 1941-42, 1943, 1944
• E. F. Burton	1937, 1945
• D. Leeming	1938
• F. B. J. Stephenson	1946-47
• J. N. Fraser	1948-49
• F. N. Cabeldu	1950-51 (M.L.B. 1955-57)
• H. C. Foster	1952-53
• A. H. Reed	1954-55, 1955-56
• J. W. D. MacCormac	1957-58
• B. Russell Ker	1957-58
• W. Bailey	1959 (M.L.B. 1957)
• P. D. P. Holmes	1960-61
• L. M. Corrie	1961-62 (M.L.B. 1958-59)
• K. J. Davis	1962-63
• L. E. Kirk	1963-64
• D. G. J. Humphries	1964-65
• L. E. Pope	1965-66
• J. L. P. Mears	1966-67

* Deceased



Charting the Course for '67

Back row, left to right: R. F. McAdams, director; G. C. Munro, director; H. A. Gardner, director; R. Rawnsley, director; R. H. J. De Montigny, director; D. J. Tregear, director. Seated: J. L. P. Mears, past president; Mrs. Catherine Godfrey, secretary; R. G. Fawcett, president; G. D. Peaker, 1st vice-president; K. D. MacFarlane, 2nd vice-president.

VICTORIA REAL ESTATE BOARD

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Boorman Investment Co. Ltd.
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B.C. Land & Investment Agency Ltd.
F. N. Cabeldu Ltd.
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The Canada Permanent Trust Co.

The Canada Trust Co.
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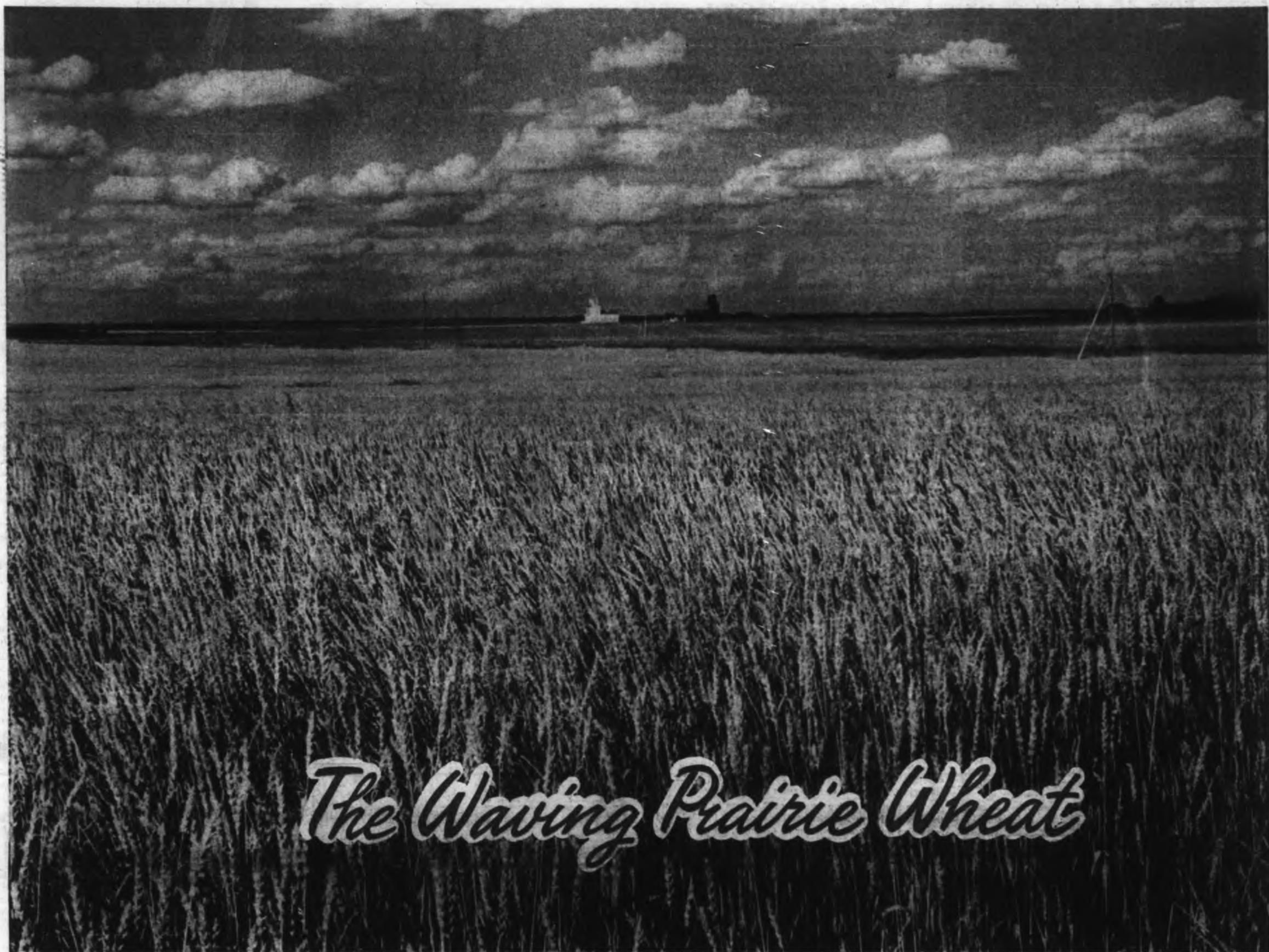
Charles H. Holland
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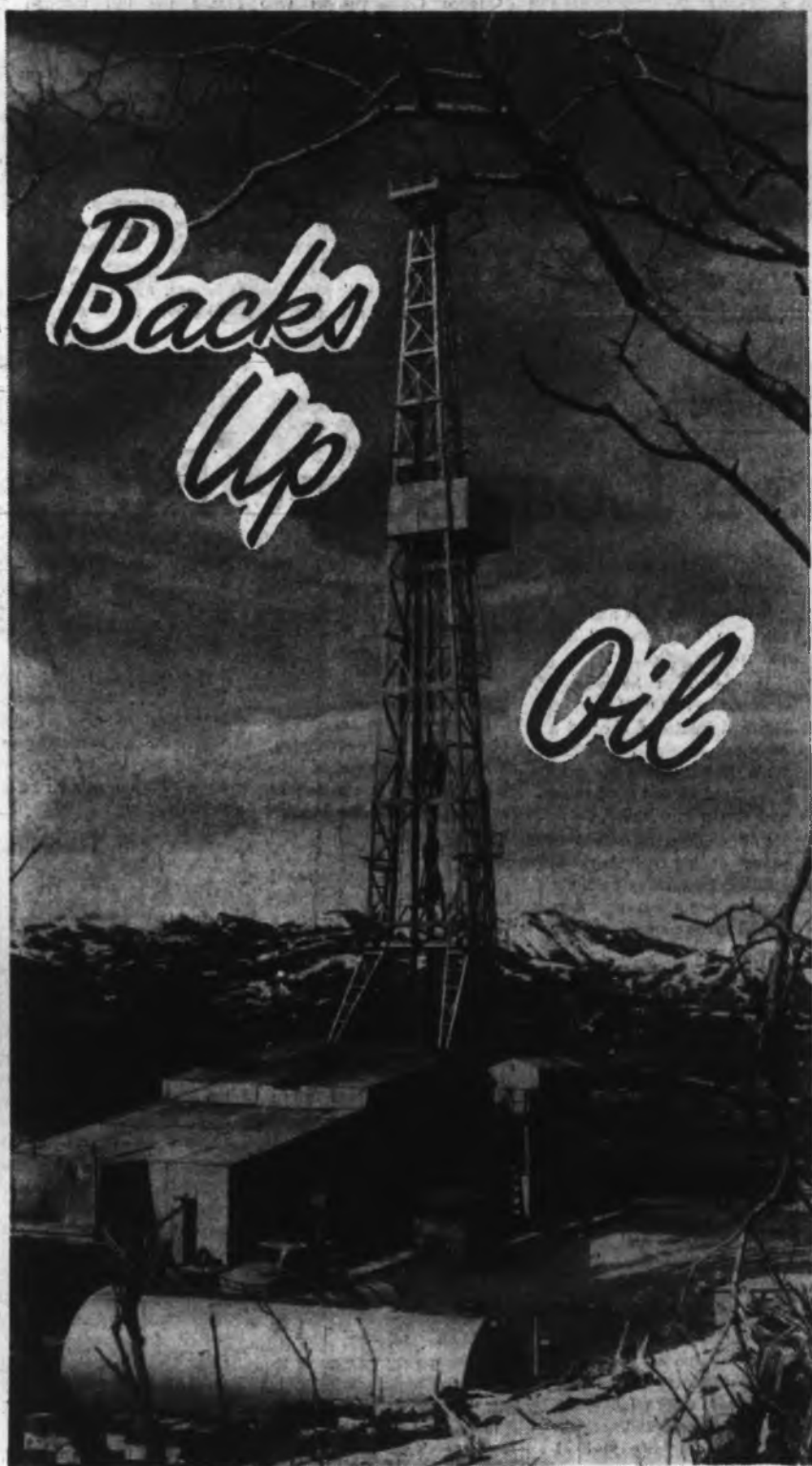
The Daily Colonist.

VICTORIA, B.C., FRIDAY, JUNE 30, 1967—CENTENNIAL EDITION—Section B

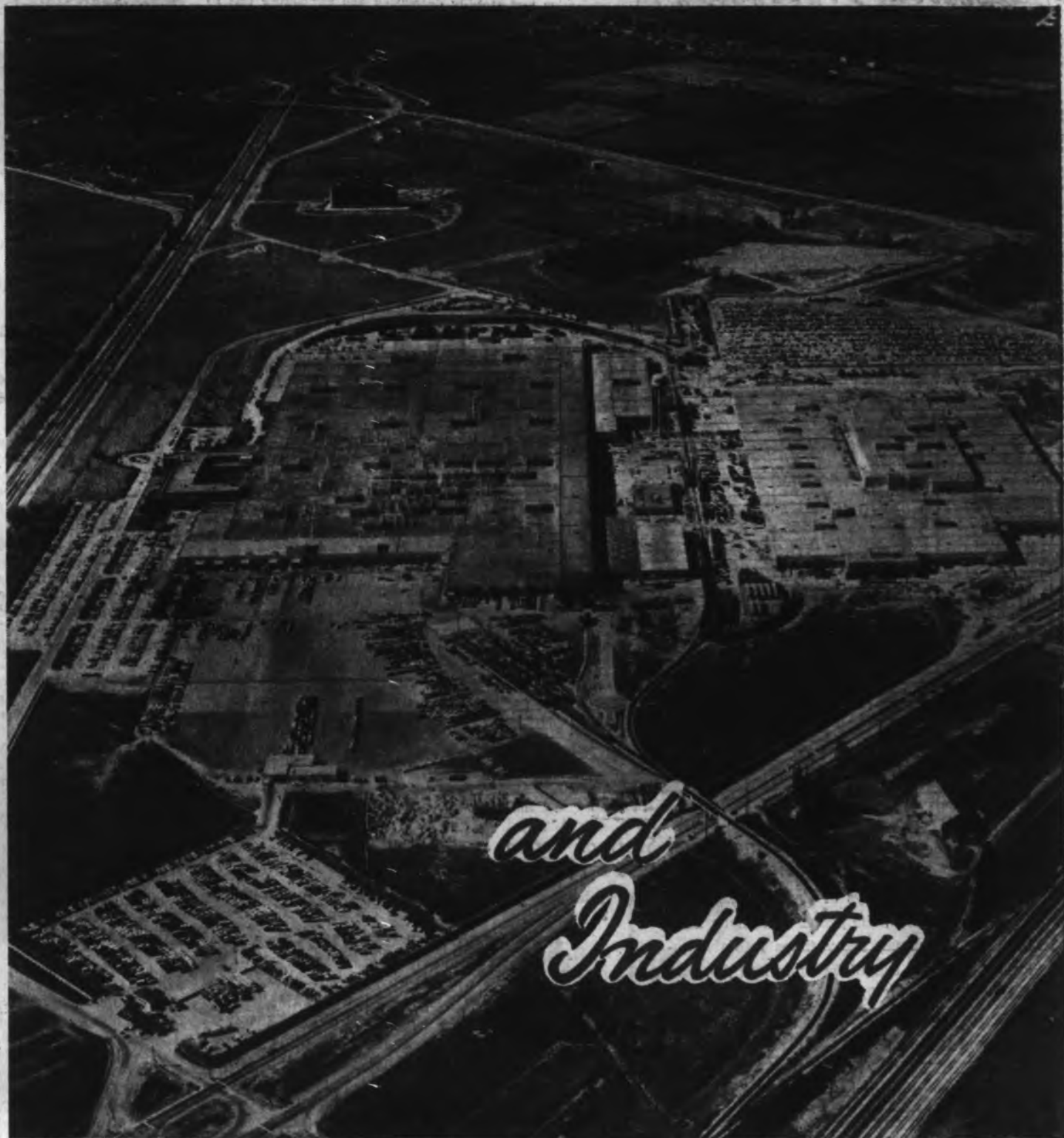


The Waving Prairie Wheat

—Sid Smith Photo.



—Shell Oil Co. of Canada Ltd. Photo.



—Lockwood Survey Corp. Ltd. Photo.

Dominion Flags Flew July 20, '71

Secessionists Were Routed By B.C.'s Loyal Mainlanders

By ALAN MORLEY

THE entrance of British Columbia into Canadian Confederation in 1871 was a remarkable case of the colonial tail being invited to wag the Dominion dog, which it did with gratifying results.

Very detailed annals of colonial British Columbia exist and have led provincial historians, delighted with romantic minutiae, to give the West Coast legislatures perhaps more importance than they deserve. The plain facts are that "the skids were greased" for coast-to-coast Confederation by the British Colonial Office and the Canadian government. British Columbia had little to say in the matter. By 1871 it was a bankrupt concern with a diminishing population; when the unexpectedly generous terms of Confederation were revealed, the pop-eyed colonists grabbed them with yelps of delight.

At the end of the Hudson's Bay period, "the Company" was chiefly concerned with holding on to its Pacific empire, or what remained of it after the loss of the Oregon Territory to the United States. James Douglas was alert to exclude Americans from an abortive gold rush to the Queen Charlotte Islands in 1852 and Hudson's Bay Co. competition discouraged U.S. traders on the coast.

Yet the autocratic governor, empowered to legislate on his own authority, kept on good terms with the Americans. He aided Governor Isaac I. Stevens of Oregon in the Indian Wars of 1854, and during the Crimean War period of 1854-56, British Columbians feared Russian, rather than American aggression, Alaska was still in Russian hands.

British Columbia was largely a wilderness. The company immigration scheme, beginning in 1849, was a failure. The crisis which broke the province away from the company was, of course, the gold rush to the Fraser River in 1858, but already the Canadian provinces were looking west; the Palliser expedition of 1857 had sought a way through the Rockies.

Governor Douglas became governor of both the new colonies of Vancouver Island and British Columbia in November, 1858, and, still the autocrat, rivetted British rule on the turbulent miners. He was urged by the Colonial Office to appoint an executive council, but took no effective steps to do so, other than in nominal fashion.

The influx of 20,000 to 30,000 miners was a very temporary one. It was not long before those leaving the country were more numerous than those entering it. The banner year of the Cariboo gold fields was 1863; the mining population was estimated at 4,000 to 6,000.

This was balanced by a commercial, official and farming community centred around Victoria and New Westminster of almost equal size. Victoria, with its large British bureaucracy, was "the city of nobles, snobs and flunkies."

The mainland was American and Canadian. The "common people" welcomed American competition with Hudson's Bay stores. A strongly Canadian Methodist element made its appearance in both colonies, with prosperous mercantile supporters and missionaries who eyed with distrust efforts of the British official clique to "establish" the Anglican Church—efforts which Anglican Bishop Hills wisely discouraged, though at the cost of a schism in his vast diocese.

The American Civil War aroused little apprehension in the colonies, its main effect being the addition of a number of Negroes to the population; they had fled oppression in California.

Governor Douglas' "company" past clung to him. From 1859 onward, petition after petition from both colonies demanded independent governors and representative government. The Duke of Newcastle, in the colonial office, paid heed and in 1864 the new regime was set up. Douglas stepped down. Arthur E. Kennedy took over in Vancouver Island and Frederick Seymour in British Columbia.

The Vancouver Island legislature was to be nominated by the governor; the B.C. legislature was to be one-third government officials, one-third magistrates and one-third elected by whatever means the governor chose.

The duke shared the general English opinion that two governments for two colonies whose combined population did not approach that of a third-rate city, were absurd. He expressed the hope that the good sense of the colonists would incline them toward a union.

Both colonies ran into severe financial trouble; Vancouver Island was virtually bankrupt, British Columbia finally was refused credit by the banks. The total population of B.C., alone, on the mainland, exclusive of Indians, was less than 8,000; its annual deficit was running over \$250,000.

When Lord Carnarvon came in as British colonial secretary he rushed through a union act pending already. When Governor Seymour took over the united colony of British Columbia in November, 1866, he was welcomed by all, but not for long.

The mines fell on bad days. The governor procrastinated and failed to reduce the absurdly large bureaucracy to any effective extent. The years 1865-1870 became known as "the bad years," but as late as 1869 Seymour had made no significant retrenchments in expenditures. He came under severe attack in the legislature by a faction led by Dr. J. S. Helmcken, son-in-law of Sir James Douglas.

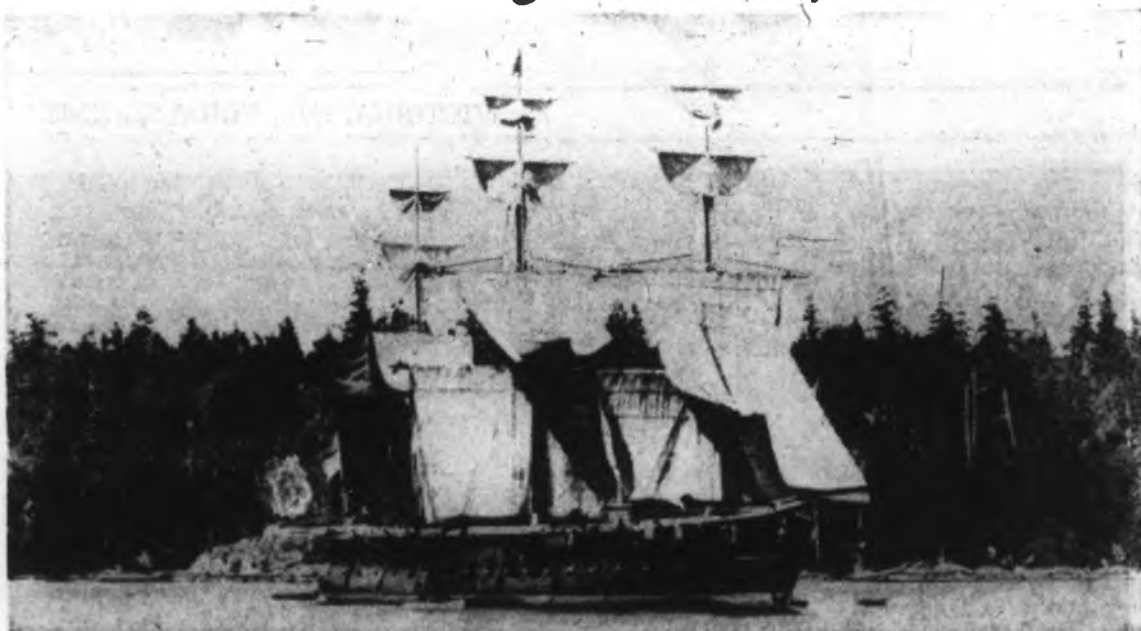
The first legislative council of B.C. was in session when the British North America Act was passed in 1867, and a resolution introduced by Amor de Cosmos, asking admission to Canada, passed unanimously. The province was warned this could not be considered until the Hudson's Bay territory between B.C. and Canada was taken over by the Dominion.

The public debt amounted to \$1.5 million, colonial revenues were \$475,000 in 1866, interest and sinking fund took \$110,000 annually, the civil list remained large, gold production was steadily decreasing and agriculture was so rudimentary the colony imported \$500,000 worth of farm produce annually.

The population was declining, until it was estimated that by 1870 it was no more than 8,500 whites. The combined Indian and white population in the census of 1871 was 38,000, so the estimate is reasonable. Indians and Chinese, of course, "did not count," as far as the colonists were concerned and certainly did not vote.

After the "Chilcotin War" of 1864, the whites were in great fear of a concerted Indian uprising.

A move for annexation to the United States developed in Vancouver Island. It was small, noisy and encouraged by Dr. Helmcken, but vigorously opposed by de Cosmos. The people of the United States came to regard annexation as the manifest destiny of B.C. and in the U.S. senate it was put forth as an argument for completing the Northern Pacific



Admiral Hastings' flagship, HMS Zealous, arrived in Esquimalt harbor on July 19, 1871, just in time to fire a salute for British Columbia's first Dominion Day. —Photo from Admiral Hastings' album in City Archives.

Railway to the Pacific Coast. The mainland, though with a large American element in its population, remained solidly loyal to Britain.

Committees of citizens urged the governor to expedite union with Canada. But the governing clique had changed its opinion. Seymour called it "the expression of a disheartened community longing for a change of any kind." Officials in the legislature defeated a resolution suggesting terms of union, including the assumption of the colonial debt by Canada and a wagon-road from Lake Superior to the lower Fraser.

Helmcken's "annexation force" had dwindled to a forlorn hope when 28 leading citizens assembled in the Yale Convention in August, 1868. The convention adopted de Cosmos' resolution, defeated in the legislature, and demanded completely representative government. It set out the financial plight and the over-government of the colony. Yet a new legislature in 1869 was still solidly opposed to Confederation, except for the four popularly-elected members from the mainland.

But in the meantime Canada and the Colonial Office were moving. The Hudson's Bay difficulty was settled in 1869.

Prime Minister Sir John A. Macdonald informed the governor-general of his desire to "round out" the Dominion by including B.C., and condemned the vacillation of Governor Seymour. He asked that the colonial secretary, now Lord Granville, "put the screws on at Vancouver Island," and appoint Anthony Musgrave, retiring governor of Newfoundland and the government of Canada agreed to ask the United Kingdom to maintain its naval base there. A transcontinental railway was to be started within two years and completed within 10, with \$1 million a year to be spent on construction at the B.C. end. The humble wagon-road to Canada was forgotten, of course.



This was the little Fraser River town about the time of the Yale Convention in August, 1868

The screws were applied.

In March, 1870, the new legislature of 23 members approved the suggested terms. Except for three members it was the same house which had rejected them overwhelmingly the year before.

Dr. Helmcken held out, declaring the whole Dominion would be absorbed by the United States if B.C. joined Canada. The governor lost no time in sending his delegation to Ottawa. It consisted of Dr. Helmcken, who had opposed Confederation until Musgrave arrived, and Dr. R. W. W. Carroll, consistent supporter of the union. They arrived in Ottawa June 4.

Sir John Macdonald was ill, and the burden of negotiations fell on Sir George Etienne Cartier, the acting prime minister. The "negotiations" left the B.C. negotiators thunderstruck. They were offered more than they were prepared to ask. The terms were "agreed upon" in three days.

One month later, Aug. 9, 1870, the Imperial Parliament passed the British Columbia Act, which obviously was ready and waiting.

Helmcken rushed back to Victoria with the precious document containing the terms. The following month Musgrave formed a new legislative council in which elected members would, for the first time, predominate. The council met Jan. 5, 1871, and the terms were produced.

The "nominal" population for subsidy purposes was set at 60,000. The total subsidy was only \$115,000, but \$100,000 annually was added in return for a transcontinental railway land grant. The total debt was assumed by Canada. A large loan was guaranteed for a naval graving dock at Esquimalt and the government of Canada agreed to ask the United Kingdom to maintain its naval base there. A transcontinental railway was to be started within two years and completed within 10, with \$1 million a year to be spent on construction at the B.C. end. The humble wagon-road to Canada was forgotten, of course.

Full, representative government was guaranteed.

The people of B.C. varied from delighted surprise to smug self-satisfaction. The legislative council approved the terms unanimously Jan. 18; the Dominion House of Commons April 1, the Senate April 5. The Imperial order-in-council proclaiming the act of union was issued May 16 and B.C. joined Canada July 20.

The greased skids had operated at high speed.

As a matter of record, it was Cartier, Macdonald and the Quebec Conservatives who forced the bill through the Commons. The federal Liberals were violently opposed and the Ontario Conservatives agitated at the price.

In B.C. one note of criticism was heard from an unreconstructed bureaucrat, when former attorney-general H. P. P. Crease remarked that, "The new 1,500,000-population constitution now in preparation drags its slow length along, an elephant to drag a dog-cart, a sin against reason and the good of the country."

But British Columbia paid him no attention. The 36,000-population colonial tail (including Indians) had been invited to wag the 3.6-million Dominion dog and had accepted the invitation.

B.C. was "IN" with capital letters, and Dominion flags flew over every saloon in town—wherever there was a town.

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"There was a friend of mine about a mile distant, found with his head cut in two. The Indian was caught and hung."

That's an excerpt from a letter written by one of the earliest settlers in the area that's now downtown Vancouver. His name was Captain John Deighton often referred to as "Gassy Jack" and often blamed for the name Gastown as applied to the infant community.

The popular story is that he was an ex-sea captain who paddled a canoe to Burrard Inlet from New Westminster in 1867 and eventually opened a saloon at Stamp's Mill and was given his nickname for his windy stories.

His obituary in the Main and Guardian of New Westminster, June 9, 1875, says Deighton died at 45. He was a native of Hull, England, who came to California in 1849 and was a miner there until the Fraser Gold Rush in 1858 brought him to B.C. He served in various coastal vessels and was captain and

pilot on various Fraser River boats.

"He was the first and best pilot on the Fraser," the newspaper states.

It also says he was a licensed victualler on Burrard Inlet and erected a building known as Deighton's Hotel where he was celebrated for his good table and warm hospitality.

"Although opposed to many of his neighbors in politics, he always held his own in argument and was looked up to as an authority in such matters."

He is said to have had two wives, marrying his widow's niece who bore him a son who died in infancy. His letter to his brother Tom in England, June 23, 1870, mentions no wives and makes no mention of Gastown. In fact it's headed "Granville."

"Dear Brother: You may imagine my surprise when I got your letter, not having one in so long. You see by the head of this letter, where I live has got a name. It has been laid out as a townsite since I wrote home last."

He goes on to say he was the first settler there three years before, a point on which some historians differ. Then he tells his brother about the danger from Indians.

He goes on to say, "This place is a lumber country. We have two sawmills here but only one is running at present owing to the lumber market being low but both mills will run shortly."

"I have done well since I came here Tom, and I have seen hard times too. I find a man has few friends when he is sick and no means. I was three years and a half sick and most of the time on crutches and four months in my bed."

"I ran in debt two thousand dollars and business in New Westminster fell off so I could not make a living. I started with all my traps and six dollars and me sick. Came to this place. I was here one year and a half before anyone found out I was making money. Finally it was found out and there was a rush."

"Hotels, saloons, stores, etc. Everybody was going to make a pile and run me out, but they did not succeed for I have done the most of the business all the time. I have got a good house and

garden, plenty of chickens and an Indian boy to cook. I have paid all my debts, do not owe a cent and have a little cash besides."

He warns his brother later, "... these are the countries to try a man, where he gets nothing but what he works for, no windfalls, no marriage dowries."

And in winding up he says he has forwarded two half barrels of salmon to Tom and to a married sister, promising they they will find it tasty.

The letter is in keeping with his reputation recorded by other writers, that he was a kind-hearted, respected man who nearly went broke in the hotel business because he trusted people who did not pay.

His hotel, which was located where Carrall and Water Streets now intersect (he bought the corner for \$100) was wiped out in the fire of 1886.

But Captain Deighton was gone by then. When he was buried in New Westminster the newspapers said it was the largest funeral that city had ever seen.

When Roosevelt Bluffed The British Cabinet Canada was Betrayed

HALF the Interior of British Columbia was cut off forever from salt water by a single vote cast 64 years ago.

And, ironically, the man who cast that vote was Lord Alverstone, the British delegate to the six-man Alaska Boundary Commission which by a four-to-two decision in 1903 awarded the Alaska Panhandle to the United States.

That single vote lost for Canada all shipping rights into her North Pacific interior—and cost Britain her image as the stern protector of the young Dominion.

The British cabinet decision to have Alverstone cast his lot with the three United States commissioners on the tribunal had more than geographic repercussions, however.

Alverstone's desertion of the two dissenting Canadian commissioners added weight to arguments urging greater Canadian autonomy.

It is more than a coincidence that Canada won from Britain de facto power to make her own foreign treaties less than two decades after the Alaskan debacle.

With the signing of the Halibut Treaty in 1923, Canada assumed full treaty-making powers.

There is little doubt, either, that memories of Alverstone's 1903 "betrayal" was another item added to a

But as early as 1830, the Hudson's Bay Company was complaining to the British government that the settlement had deprived them of shipping routes into the northern interior.

By 1834 the company had obtained leases on access routes through panhandle inlets from the Russians. These leases were renewed annually by the Russian-American Trading Company until the United States purchased Alaska and the panhandle from Russia in 1867.

Although U.S. Secretary of State Seward's famous "ice-box" purchase coincided with Confederation, there is no documentary evidence to suggest that the deal was specifically designed to counter development of a Canadian nation.

The Russians had been interested in selling since the Crimean War of 1854. And the expansionist Seward could hardly be expected to turn down the offer of such a large continental area going for only \$7,200,000.

And so the panhandle entered into the ambit of Anglo-American relations.

The Dominion government and the newly-confederated B.C. legislature thought they had the problem solved when in 1871 Britain and the United States signed the Washington Treaty, dealing with a multitude of outstanding U.S.-Canadian problems.

Although the panhandle was not specifically mentioned, it seemed to Canadians that under mutual shipping rights clauses Canadian vessels would now be allowed access through the panhandle to Stikine River mining settlements.

However, when Canadian ships ventured into U.S. waters to reach the Stikine two years later, they were turned back by U.S. officials.

of Lynn Canal, was more than 10 marine leagues from the ocean and was, in fact, in Canadian territory.

The U.S., however, countered with a theory of their own. The original treaty of 1825, said the Americans, measured the ten leagues according to the "sinuosities of the coast" which meant that U.S. territory penetrated the continent up to 34 miles from the heads of all the panhandle inlets.

These arguments were, in substance, the battle lines of the panhandle boundary dispute.

After 23 years of debate, the discovery of the Yukon placer gold deposits in 1896 gave the argument new urgency for the Canadians.

These deposits became accessible only if the Canadians could use Lynn Canal as a free shipping route and utilize the disputed, albeit de facto U.S. townsite of Skagway as a disembarkation port. Then over the passes and into the gold fields.

Although Skagway was inhabited by U.S. citizens and the townsite had been surveyed by a private American company, Canada established a customs office and a detachment of North West Mounted Police there in 1898. The Skagway citizenry replied by raising an armed vigilante corps and marching on the Dominion offices.

In the face of vigilante demands to take that "damned rag down" (the Union Jack) customs officer E. S. Busby held his ground and sent a dispatch to Ottawa.

The U.S.-Canadian Quebec meeting of 1898, which resulted, bogged down when the embarrassed Dominion officials conceded to the Americans that, because Britain still held treaty-making rights for Canada, the Canadian diplomats were unable, legally, to enter into any formal agreement with the United States government.

The meeting, therefore, recommended a British-American conference on the panhandle, then disbanded and left Busby on his own.

Discretion being the better course, the Canadian Customs office was hastily moved inland near the summit of White Pass.

In return for the Canadian retreat, the United States promised to accord British subjects the same rights to Alaska gold fields as was accorded U.S. citizens. However, when B.C. miners tried to stake claims in Alaska they were disallowed by U.S. officials on a property rights technicality. To this day, Canadians are barred from holding mineral leases in Alaska, although U.S. citizens are accorded full rights to exploit Canadian mineral deposits.

This seeming double-cross by the United States made immediate settlement of the panhandle boundaries imperative to the Canadians. Cut off from Alaska gold, they had to rely all the more on the Yukon fields.

Therefore in 1903, amidst joint accusations of poor faith, the fateful Alaska Boundary Commission was formed.

Meeting in London, England, the commission was to be composed of "six impartial jurists" and was, in fact, the culmination of the 78-year-old panhandle dispute.

It was not, however, impartial.

The three U.S. appointees to the tribunal were to be: Secretary of War Elihu Root, an avowed expansionist; Senator Henry Cabot Lodge, and anglophobe; and Washington State Senator Turner, a representative of Seattle shipping interests and open opponent of the Canadian position.

The Canadian appointees — Sir Louis Jetté and Sir Allen Aylesworth — were no more objective. Both intended to grab what they could for Canada.

Lord Alverstone, the British appointee and sixth man, was facing a very sticky wicket indeed.

For behind Alverstone, who was already between the devil and the deep blue sea, lay the shadowy and watchful British cabinet.

Alverstone, acting on instructions from his government, decided the matter when he supported the U.S. position, thus awarding to the United States the northern half of the Pacific seaboard by his one-vote margin.

Jetté and Aylesworth, stunned, hastily prepared a minority report objecting to the findings of their own tribunal. But to no avail. The tribunal's four to two decision set once and for all the Alaska Panhandle boundaries.

The Americans had got slightly less than they wanted — but the Canadians had got nothing.

While the tribunal was deliberating, Aylesworth said, U.S. President Theodore Roosevelt had ordered an American official in London to "indiscreetly" show the British Cabinet a "confidential" presidential letter threatening war with Britain if the tribunal found against U.S. claims in Alaska.



President Theodore Roosevelt . . . he waved "the big stick"

Simultaneously Roosevelt ordered an "unostentatious" shipment of marines to southern Alaska.

These facts, unknown to the Canadian commissioners at the time, explained Alverstone's betrayal of Canadian interests, Aylesworth said.

The British cabinet, believing Roosevelt's threats and wishing to avoid war, had ordered Alverstone to vote with the Americans.

By RAYMOND P. LOGIE

growing list of grievances which led to the Statute of Westminster. Royal Proclamation of that document in 1931 freed Canada from direct British parliamentary control.

The panhandle dispute, which was a factor in the achievement of Canadian autonomy and which formed part of the eternal Canadian-U.S.-British triangle, actually began long before the Canadian nation was born.

Lack of access from the sea to B.C.'s northern interior had been a source of irritation ever since Britain recognized Russian rights to the panhandle area in an 1825 treaty. That was more than 42 years before the United States became owners of Alaska and its snake-like adjunct.

The Anglo-Russian treaty of 1825 recognized Russian sovereignty on the Pacific coast southward to 54 degrees 40 minutes north latitude, eastward along the Portland Canal and northward along the summit line of the St. Elias range.

Russian territory, however, was not to penetrate more than "ten marine leagues" (34 miles) inland, according to the treaty.

This, substantially, corresponds to today's panhandle boundaries.

The young province of B.C. regarded this as an open violation of the Washington Treaty and quickly sent a note to Ottawa demanding the federal government take immediate steps to delineate the boundary and define Canadian rights once and for all.

Anxious to please their westernmost province, the Canadian government revived what it maintained were still legally binding clauses of the original Russian-British treaty of 1825. That treaty, said the Canadians, clearly held that all areas more than ten marine leagues from the sea were in Canadian territory.

And as the United States had purchased Alaska and the panhandle from Russia while that treaty was in force, the U.S. was legally bound to the agreement, reasoned the Canadian government.

Further, the three-mile limit agreement signed by all major powers on the insistence of United States in 1818 defined the coast as beginning at the entrance of ocean inlets. Therefore, continued the argument, Skagway, at the head



The Americans argued the Alaska panhandle territory should be determined by measurement from "the sinuosities of the coast." The Canadians held the disputed area should be measured from the "general trend" of

the shoreline. But by a series of manoeuvres and threats the Americans won the argument before the joint commission of 1903 and Canada lost any right of free access to her northern west coast.

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Both men pictured are probably Nootkas.

A Touring Photographer Captured

The Faces of the Wilderness

These are the faces of Vancouver Island Indians.

These photo portraits were made in 1911 by an American camera artist, E. S. Curtis, who was financed in his work by the famous millionaire industrialist J. Pierpont Morgan.

Mr. Curtis compiled three volumes of pictures of Nootka, Haida and Kwakwaka'wakw. They serve to show a great deal of the culture of our western tribes and may surprise readers who believe that all Indians wore feather head dress.

Vancouver Island Indians wore cedar bark clothing and head rings. The woman at right wears a dress fashioned from cedar bark.

The pictures reflect the pride of our native Indians. They appear as they were in centuries past, before the white man brought disease, alcohol and firearms among them. These three evils all but wiped out the native people.

Anthropologists estimate there were 80,000 Indians in B.C. before the white man came. In 1855 there were 70,000 but 50 years later they had declined to 25,000. The lowest ebb was reached in 1925 when the population dipped to 22,000.

Today the Indian race is again on the increase and latest estimates set the total at 40,000.

A horrible example of the effect of smallpox on the Indians, who had never known the disease before the whites came, occurred in 1862 when an epidemic started in Victoria and spread until it wiped out one-third of the Indian population in British Columbia.

Out of 800 in the Bella Coola area only 15 survived. Many Indians recognized the white man as the agent of this evil and some took revenge. This was the underlying reason for a massacre of a white road crew at Bute Inlet in 1865. Five of the Indians later were hanged.



Nose decorations were common on Island.

But generally, the natives met the white men on open terms.

Simon Fraser was the first man to visit the present site of Lytton, B.C. His records show that he stopped there in 1808 and was required to shake hands with 1,200 Indians to prove his expedition to the coast,

down the river which was named after him, was a peaceful mission.

And when Frederick Seymour invited the native population to New Westminster to celebrate the Queen's birthday in 1864, about 3,500 attended.

They arrived in their canoes, camped there a week . . . and they cheered when they left.

JOYS OF CIVILIZATION

In 1877 H.M. gun vessel Rocket shelled and destroyed the coastal Indian village of Kimsquit because it was believed the villagers were implicated in the murder of some shipwreck survivors. But the charge was never proved.

A river boat captain during the Fraser gold rush, brought a cargo of whisky to Hill's Bar to sell to the Indians. White miners offered to buy it to avoid trouble. But when the captain refused their price they took it from him by force and poured it into the river.

Twelve church bells arrived at New Westminster from England June 6, 1865, destined for steeples of Indian churches in the Fraser River area. The British Columbian said, "This looks like advancing civilization among the Indian tribes."

On July 4, 1860, eight Bella Bella Indians were killed in Ganges Harbor, Salt Spring Island, by Cowichans. The reason given was that the Bella Bellas had been canoe paddlers for a white man who had allegedly failed to pay a debt to a Cowichan chief.

In Satellite Channel off Saanich Peninsula in 1861, several hundred Haida Indians on a periodic visit from the north, looted the trading vessel Laurel after they were sold watered whisky.



Woman probably lived in Fort Rupert area.

(Photo Courtesy Provincial Museum)

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Quebec Still Reluctant To Accept Settlement Who Owns Labrador?

By PETER BUCKLEY

THE delegations from Canada, all earnest faces and sober suits, seemed to be everywhere on little Downing Street the afternoon of Oct. 21, 1926.

Prime Minister Mackenzie King and his aides from Ottawa marched to No. 10 with political leaders from the other dominions to begin the historic Imperial Conference of 1926, picking out the first threads for today's loosely-woven Commonwealth.

At 9 Downing St., across a cobbled alley from Prime Minister Stanley Baldwin's quarters, five elderly British peers faced a quibble of lawyers from across the Atlantic and began deliberating a question put to them jointly by the Dominion of Canada and the Colony of Newfoundland:

"What is the location and definition of the boundary as between Canada and Newfoundland in the Labrador Peninsula under the Statutes, Orders in Council and Proclamations?"

It had taken the contending parties about five years just to agree on the wording of that question. It took the judicial committee of His Majesty's Privy Council only about four months to answer it.

Their reply came March 1, 1927, and it was almost 100 per cent in favor of Newfoundland. The island colony was awarded 110,000 square miles of the Labrador wilderness, an area twice the size of Newfoundland itself.

Canada's claim that the Newfoundlanders should get only a thin, almost symbolic strip of land along the Labrador coast, was rejected politely but firmly.

The learned law lords couldn't help remarking in their 23-page written judgment how "strange" it appeared that jurisdiction over so vast an area "has remained so long undecided."

If they were alive today, they might find it even stranger that in the eyes of one of the parties most affected, the question remains undecided 40 years later.

Quebec has never accepted the 1927 Privy Council decision—perhaps not surprisingly since it took no part in the case. And now Premier Daniel Johnson has appointed a four-

man commission to examine the "territorial integrity" of Quebec, in particular the border with Newfoundland.

Premier Smallwood steadfastly rejects the idea that there is anything to examine, but there's every chance that the whole muddled history of Labrador—and especially the 1927 decision—is going to be worked over again in the coming months.

It is a history that is gritty with misunderstanding, ignorance, vagueness and disinterest.

Before carrying their arguments to the Privy Council, Canada and Newfoundland spent two decades preparing their cases. Even before the hearing started, their evidence filled more than 4,000 pages in eight volumes, harvested by armies of clerks and lawyers who combed dusty archives and searched out crumbling maps to support one or the other of the claims.



The Times of London pronounced it beforehand "one of the greatest cases that has yet been argued" before the Privy Council, describing Labrador as an "enormous territory of increasing value" and estimating the hydro-electric potential alone at 3,500,000 horsepower—equal, it said, to half of Quebec's potential supply.

If the Times' figures now seem modest—Quebec already has nearly 13,000,000 horsepower installed and a potential of 30,000,000 more—they are no more modest than the figure of 30,000,000 which Newfoundland is reported to have asked from Canada in 1924 for the territory.

Canada's counter-offers at the time didn't come close and the price—if there is one—would be astronomical now with current estimates of Labrador's timber, minerals, fish and power.

To deal with this "greatest" case the judicial committee of the Privy Council, then the court of final appeal for Canada, assembled a tribunal which made up in venerable dignity what it lacked in on-the-ground knowledge of Labrador.

The members ranged in age from 84-year-old Viscount Finlay, a former high-ranking cabinet minister and World



Court justice, down to 67-year-old Viscount Sumner, long a senior British judge. And the panel was headed by Lord Cave, 70, a formidable Conservative politician and barrister who had for six years occupied the cabinet post of Lord Chancellor, senior law officer in Britain.

The arguments unfolded over 13 days of hearings in the peculiar boardroom atmosphere of the oak-paneled committee chamber at 9 Downing St., with the law lords sitting at a horseshoe-shaped table surrounded by a maze of desks and bookshelves and benches, their backs warmed by a pair of coal fires.

On several main points, the bewigged counsel for both Canada and Newfoundland agreed:

—Labrador had been tossed from pillar to post by bewildered colonial authorities for 160 years;

—The case hinged on the meaning of the word "coast";

—The Privy Councilors were not expected to decide what would be the best boundary, only to determine where the boundary could actually be found since both sides agreed rather plaintively that it must exist—somewhere.



A key document was a commission from King George III to Capt. Thomas Graves in 1763, shortly after the defeated French turned over to England all their Canadian territories.

It began: "Instruction to Our Trusty and Well-Beloved Thomas Graves Esquire, Our Governor and Commander in Chief in and over Our Island of Newfoundland in America, and all the coast of Labrador from the entrance of Hudson's Strait to the River St. John, which discharges itself into the Sea nearly opposite the West end of the Island of Anticosti..."

Later royal commands shifted the southern border 350 miles east to Anse Sablon and extended it from there in a straight line north to the 52nd parallel. Beyond that, the instructions proved infuriatingly vague.

Between 1773 and 1825, parts of the Labrador coast shifted back and forth five times between the young Canadian colony and the island outpost as fishing interests from first one and then the other carried the day with the befuddled authorities in London.

In the end, Newfoundland was left with the Atlantic "coast"—and no intimation of how far inland it controlled—and Quebec was given most of the St. Lawrence side, equally ill defined.

Late in the last century, the government in St. John's granted concessions to a timber company for cutting along the Hamilton River. Quebec reacted with a warning and,

when the company tried to ship out its logs, sent a ship to seize the timber.

The resulting lawsuit was stayed by mutual consent between Canada and Newfoundland. They agreed to seek a ruling from the Privy Council without going through Canadian courts first.

The battery of counsel for Newfoundland contended at the 1926 London hearings that the word "coast" in George III's letter should be taken in its widest sense—the one used occasionally in the Bible or to describe the Gold Coast of Africa, meaning the area touched by the watershed of rivers flowing into the sea.

Newfoundland claimed that its own governors had extended their jurisdiction in various ways far into the Labrador interior in the previous 150 years, while Canada had either ignored the area or accepted Newfoundland's intrusions.

Canada retorted that the original commission to Graves and later documents had been designed only to secure fishing rights along the coast and give the fishermen a place on which to salt their cod and repair their nets. It said the fishermen didn't need 10,000 square miles for that.

Termining the Newfoundlanders' penetration of Labrador "trifling," Canada asked that the boundary be set at one mile from the high-water mark all along the Atlantic coast.

The final decision of the Privy Council accepted Newfoundland's case, noting the wide interpretations of the word "coast" in international law and the implications of some of the instructions sent from London to Newfoundland's governors.

In the absence of any specified boundary or notable feature between the Atlantic and the watershed at which a frontier could exist, they chose the watershed as the most logical and natural frontier.

They ruled that the boundary "is a line drawn due north from the eastern boundary of the bay or harbor of Anse Sablon as far as the 52nd degree of north latitude, and from thence westward along that parallel until it reaches the Romaine River, and then northward along the left or east bank of that river and its headwaters to their source and from thence due north to the crest of the watershed or height of land there, and from thence westward and northward along the crest of the watershed of the rivers flowing into the Atlantic Ocean until it reaches Cape Chidley."

In Canada, the first reaction seemed to be an air of good-natured indifference. In Newfoundland, there was praise for the "manifest impartiality" of the Privy Council.

Even in Quebec, the Liberal government of Premier Louis Alexandre Taschereau could only express "disappointment."

The sole discordant note came from La Presse of Montreal, then a strongly nationalistic daily. Its editorial said the decision "appears to be inspired much more by imperial political or economic considerations than by a strict legal interpretation of the facts in the dispute."

In the intervening years, the Quebec government has never knowingly allowed the Privy Council decision to be reflected in its maps, nor given any other official recognition to Newfoundland's hold on Labrador.

But its position has rarely been pressed forcefully. And when Newfoundland was welcomed to Confederation in 1949, with its full claims in Labrador set out in writing, Quebec made no serious protest. Nor has it really attempted to contest, on the ground, Newfoundland's administration of the area.

Meanwhile, some of the biggest mining, forestry and hydroelectric developments in Canada have begun in the Labrador wilderness, with St. John's largely in control.



They have brought not only riches but head-splitting complications. Unwittingly, the Privy Council's boundary cut through wealthy mineral deposits.

Since it has often proved difficult to transfer the Privy Council's instructions from a piece of paper into a foot-by-foot border line over mountains and valleys, some of the mining developments have gone ahead in conditions of administrative vagueness.

One of the most formidable attacks on the Privy Council decision came in 1963, in a 300-page book called The Quebec-Newfoundland Border by Henry Dorton, lawyer and geographer at Laval University.

He argued that the decision was legally invalid because, contrary to specific requirements of the British North America Act, Quebec was not represented in the case. He found parts of it illogical, inapplicable and inconsistent.

His detailed arguments are likely to be echoed when Quebec's new commission examines the question.

Two other points Dorton made should also be of interest to commission members.

He thinks Newfoundland's possession of Labrador may be so firm by now that the whole question is "beyond judicial solution"—that even if Quebec could make a legal case for taking over much of Labrador, it would be impossible to put into effect.

And he concludes that the best solution may be a firm joint administration of the area by both Quebec and Newfoundland.

It's not the sort of solution likely to find many supporters in either Quebec or St. John's, given the current ill feeling over this thorny dilemma.

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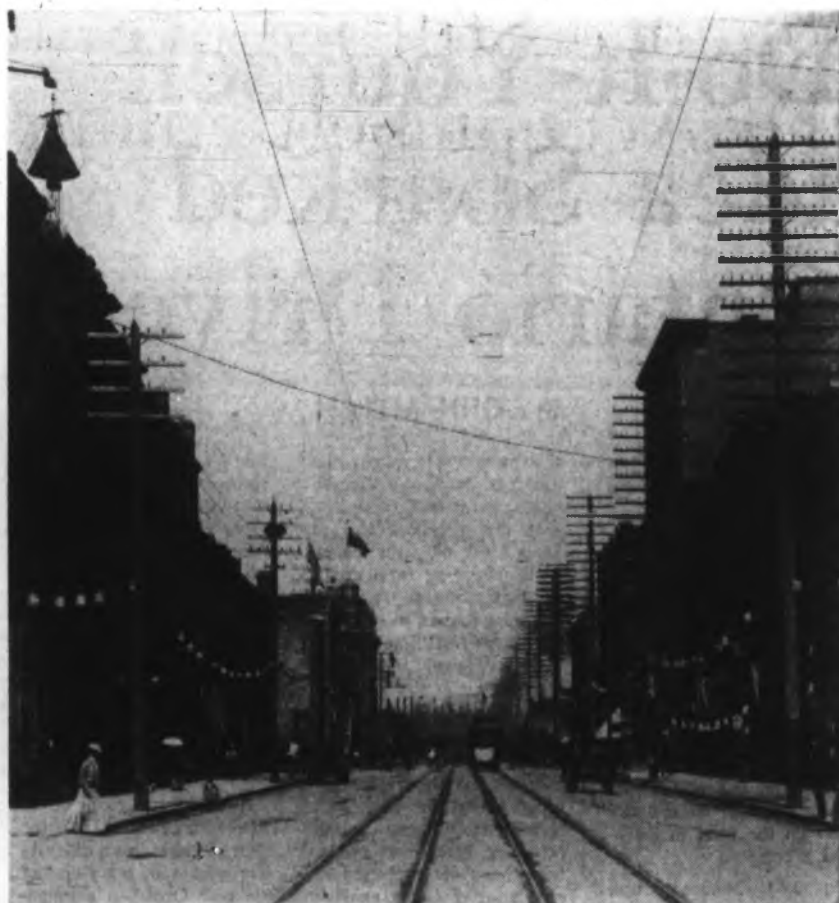


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Old-Timers Can Still Recall When Vancouver Was a Teenager



This picture of Vancouver was taken around 1900 from Mount Pleasant, looking south across False Creek. Only the north shore mountains are unchanged today. Dense brush and scattered farms lined the wagon road to New Westminster. Today Burrard Bridge, Cambie and Granville Street Bridges span False Creek, a busy industrial area. These old pictures were used in Canadian Pacific Railway passenger promotion.



This was Vancouver's Hastings Street after the turn of the century. The horse-drawn wagons were making way for the street cars. Pity the poor bird who flew into that snare of wires on the poles at right.



The West End today is thick with tall apartment buildings. This picture, taken from the old Vancouver Hotel shows beauties of Stanley Park unobscured.



Red brick magnificence of CPR station at foot of Granville Street thrilled early Vancouver. It was a building of substance and in its way proved that Vancouver was here to stay.



Tall masts and canvas sails decorated the harbor at Vancouver at the turn of the century. This meeting of ships and trains was the key to progress and pioneer Vancouver soon outstripped older B.C. communities and grew to become Canada's third city. One day it may be first, say its boosters.

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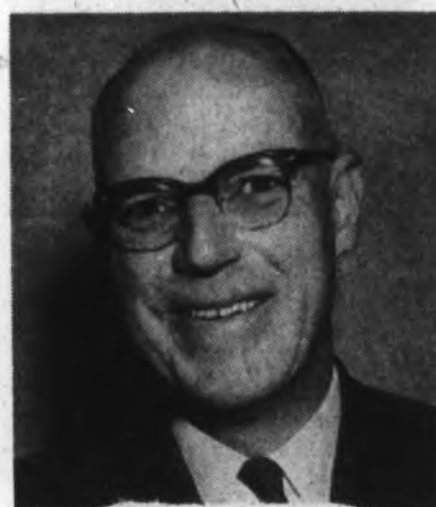
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On the 10th of September, 1910, Mr. Matthew J. Little and Mr. M. Howard Taylor established the privately owned jewelry business of Little & Taylor Jewelers Ltd., founded on the assets of Quality, Integrity and Service. Both men had vast experience. Mr. Little, a master jewelry craftsman; Mr. Taylor an optometrist and watchmaker. Their first store was hardly opened when the Spencer fire required them to re-open further north on the same street.

In those days the jewelry business was of a very personal nature and the firm of Little & Taylor prospered on the graciousness of the proprietors and the quality of the products sold. With the succeeding years, business increased and the firm moved to the present location of 1209 Douglas Street, where it is now the oldest jewelry business in the city of Victoria. In 1935, Mr. Little and his son assumed complete responsibility preferring to retain the firm name rather than change.

Today, the firm is owned and operated by Thomas M. Little, a son of M. J. Little, the founder. Even though the times, styles and customers have changed, qualified personnel maintain the reputation established 57 years ago by a genial and intrepid man, Mr. M. J. Little.

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Do-It-Yourself Idea Sparked Ontario Drive

By JOHN AITKEN

THE struggle between the Iroquois and the Hurons was a prelude to the struggle between New York and Montreal which dominated the economic history of Ontario."—H. A. Innis, in *An Economic History of Ontario*.

It was the clash between Manhattan and Montreal, reaching spectacular heights in the first half of the 19th century, which started Ontario on the road to industrial greatness.

In 1821 Montreal was suddenly faced with loss of the fur trade. The North-West Company had been absorbed by the Hudson's Bay Company, and Montreal would have to find a new business. Merchants quickly realized the barges and bateaux on the St. Lawrence — now their only asset — could carry goods besides furs.

Montreal became a middleman, accepting goods shipped in from London, and sending them to the interior — to the pioneer settlements of Ontario. The pioneers needed supplies, nails and tools, hardware and manufactured goods, and every pound of nails that went inland helped Montrealers maintain their solvency.

But, for various reasons, they overdid it.

Merchants in Montreal were in the habit of sending representatives into Ontario to take orders from the general stores which existed in every village and hamlet. The goods were ordered from London, eventually arrived at Montreal, and

then were shipped to the pioneers. It was a complicated series of transactions that the merchant had to keep track of, with money — usually long term credit at high interest rates — changing hands every step of the way. Ultimately the pioneers found they were being over-charged for goods which were very often substandard.

It was not a situation the English and Scots pioneers could accept for long, and shortly they began manufacturing their own goods. Sometimes the problems of one industry began another and the chain reaction began.

In 1832 two men, Ezekiel Gooderham and James Worts, arrived in Ontario with their families. They set up shop in a flour mill on Trinity street. Like most millers, they accepted payment in grain, which they could hardly hope to sell back to the farmers. They began turning it into whisky and the problem was solved. Gooderham and Worts exists on the same site today, now part of the world's second largest distillery complex.

Ontario was farm country until the middle 1830s. In 1825 a visitor had commented on the "poor situation of York... its trifling trade" and claimed that York owed its population of 3,000 only to the fact it was also the seat of government.

By 1834, when Toronto was incorporated, the Don Valley industries had established themselves — grist and paper mills, an axe-grinding works. Wheat farming in Ontario was just coming into its own as the

sole cash crop of the pioneers. It was risky at first. One man sold land in exchange for wheat, then found he couldn't sell the wheat, so he dumped it in the street and went home.

By 1850 wheat production had grown to 13,000,000 bushels and exporting it was big business. Wheat remained as an Upper Canadian staple from 1845 to 1865, then declined in favor of dairying.

By 1852 a group of 12 businessmen were meeting each morning in an office to buy and sell securities of the new Canadian companies. This was the beginning of the Toronto Stock Exchange, now second only to the New York Exchange in daily volume of shares traded.

There were other indications of affluence in the capital of Ontario: gas lights had already been lighting the city's streets for nearly a decade, and by 1854 electric streetcars were on Yonge street.

In 1853 Canada's first locomotive was built at Good's Foundry on Yonge street, trundling off for delivery to the Ontario, Simcoe and Huron Railroad. At Newcastle Daniel Massey was building farm machinery and in 1857 his son moved to Toronto, and Massey-Harris, later Massey-Ferguson, became the world's biggest tractor manufacturer.

During the 1850s and 1860s factories were established at Toronto, Hamilton, along the north shore of Lake Ontario, and in what is now Southwestern Ontario, with a considerable increase in flour milling, distilling,

woollen and cotton industries.

Before the turn of the century Toronto had become the chief manufacturing city of Canada, and Ontario the industrial focal point of the nation.

There was more behind Ontario's boom than pique of the pioneers at the high-priced, low-quality supplies they were getting. There was the spectacular battle of Montreal and New York — the battle which would benefit both countries, would establish Montreal's dominance over Toronto, but which would also see Ontario's emerging economic supremacy over Quebec.

There were two waterways leading to the interior of the New World. One started at New York, leading north through the Hud-

son-Mohawk valley. The problem here was that the last 300-mile section leading to the Great Lakes was still a primitive, difficult bush trail which made transportation costs and losses heavy.

The other was the St. Lawrence system, also leading to the heart of the land. But rapids at Lachine and Niagara Falls were obstacles.

The Americans were the first to see the problem and its implications, and in 1815 De Witt Clinton began building the Erie Canal which, when it opened 10 years later, would enable the Americans to ship their goods from New York to Buffalo.

At this point the St. Lawrence merchants might have had a chance if they had immediately begun building canals around their own obstacles. But it wasn't until 1830 — five years after the opening of the Erie Canal — that William Hamilton Merritt completed the Welland Canal, after exhausting his own resources on the project and bankrupting the province as well. Quebec's provincial government turned down a plea for financial aid, despite the fact that Montreal merchants would be the main beneficiaries, and the rest of the canal system on the St. Lawrence was shelved.

Not until after the two provinces were manoeuvred into union would the whole St. Lawrence system be canalized. In 1849, with schooner navigation possible from Montreal through to Lake Huron. By then it was too late.

The canal systems of both countries were rendered obsolete by the railways, and again the Americans were first to realize the potential of the iron horse.

In 1853 a series of short railways in the Hudson-Mohawk valley were linked to form the continuous run from New York to Buffalo.

New York had reached the heart of the continent on a grade of less than six inches per mile!

The Canadians responded, late again, with a short railway leading south from Quebec City, to Portland, then the Grand Trunk railway from Quebec City to Sarnia. But while the Grand Trunk got some of the

Chicago trade the Americans had gained the upper hand and would keep it.

While the canals, and later the railways, did not make Montreal instead of New York the key to the west, both enormously helped Ontario, which wasn't really competing with anyone.

One boom leads to another.

In 1904 a railway linking North Bay to New Liskeard was nearing completion when a blacksmith named Fred La Rose discovered a vein of silver in a cranny in one of the newly blasted rocks. This was the start of the Cobalt mining boom — the single vein led to rich deposits, and by 1911 miners had taken out some 30,000,000 ounces of silver. The boom stimulated other discoveries in the area — gold at Porcupine in 1909 brought close to a billion dollars to the province within 40 years. Later iron became important, then nickel, copper, and finally uranium.

Remember?

1918 Flu Killed 45,000

In 1918 Canada was stricken by a world-wide influenza epidemic. One Canadian in six was affected and the death toll was estimated between 30,000 and 45,000. Throughout the world more than 20 million died.

In 1913 a four-day storm on the Great Lakes wrecked 24 ships and drowned 300 seamen.

The first flight in Canada of a heavier than air machine under its own power occurred in 1909. It was known as McCurdy's Silver Dart.

The Alberta town of Frank was buried by a landslide in the Canadian Rockies in 1903 and 66 people died.

In 1920 the Royal North West Mounted Police merged with the Dominion Police to form the Royal Canadian Mounted Police.



Toronto's New City Hall Set Canada Agog



Eskimo girls process Arctic char

Eskimo Population Expected to Double

Visitors from other countries often speak of Canada as the land of the Eskimo.

In fact there are about 60,000 Eskimos in the world but only about 13,000 of them live in Canada.

They form part of four nations: Russia, Canada, Denmark (Greenland) and the United States (Alaska).

The race is expanding and is expected to double in Canada in about 20 years. They are the only native people who live in both Asia and North America.

We tend to speak of Canada's width as if our only important measurements were horizontal on the map. But try measuring a map from Alert in the far north on Ellesmere Island to Windsor, our most southerly large city. You'll find the distance is about equal the distance between Newfoundland and British Columbia. The Northwest and Yukon Territories together represent 39.9 per cent of the area of Canada.



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Gold . . . Gunmen . . . Girls

By E. C. RIVETT-CARNAC

HALF a ton of gold! A long line of mules loaded with nuggets making their way down the Klondike! Untold wealth in a dishpan, gleaming and winking in the light of the northern sun.

It is difficult to know what was the underlying thought in the minds of the gold seekers. On the surface the answer seemed obvious. Greed, easy money, a fortune for the gathering. But it went deeper than that, at least among the professionals, who first led the way. With them, as likely as not, it was a chance to escape from the encroaching tide of civilization.

The others came after—the flotsam and jetsam, the farmers and fishermen, the cardsharps and clerks, the gamblers and gunmen, and the honkytonk girls.

The pattern had been much the same for the past 50 years. First, in California, in 1849; then in the Cariboo country of British Columbia. Gold was discovered on the Fraser and Thompson rivers and their tributaries in 1857. The real Cariboo treasure house—a blanket of gold which clung close to the bedrock—was unlocked by Billy Barker at Barkerville in 1862. It has been estimated \$50,000,000 was taken from one single creek.

Next came the Klondike find, the greatest of them all. As in the case of Barkerville, first came the pioneers searching

the valleys and creeks and rivers, finding gold in lesser or larger amounts here and there through the years. In 1886, gold was discovered in quantity at the mouth of the Stewart River, then later again at Forty-Mile, 150 miles north and west.

The richest hoard remained undiscovered for a decade. On August 17, 1896—a day still celebrated in the Yukon—George Washington Carmack, a man who made his life with the Indians, staked the first claims on Rabbit Creek, later to become known to the world as Bonanza.

It took quite a time for the news to leak out. It spread to the south slowly until it reached the cities and towns, then it took a great leap to the ends of the earth. Men pricked up their ears and embarked for the Yukon. They surged in their thousands to the Yukon through the base of the Alaskan Panhandle.

Up the Chilcoot Pass from Dyea and the White Pass from Skagway they toiled up to the mountain tops, toe to heel, heel to toe, making their way through the sharp biting teeth of the storms. Then as spring brought its flowers and the ice disappeared, they embarked in the rough wooden boats they had built on the shores of the lakes through the winter, and sailed down the turbulent rapids and past the wild gorges, some drowning, holding their hands up to heaven as the white, boiling waters sucked them down.

They set out from other directions as well: by way of the great Mackenzie river and over the far northern mountains, or through the interior of British Columbia; from Edmonton north to the Peace, a route which they hoped would lead



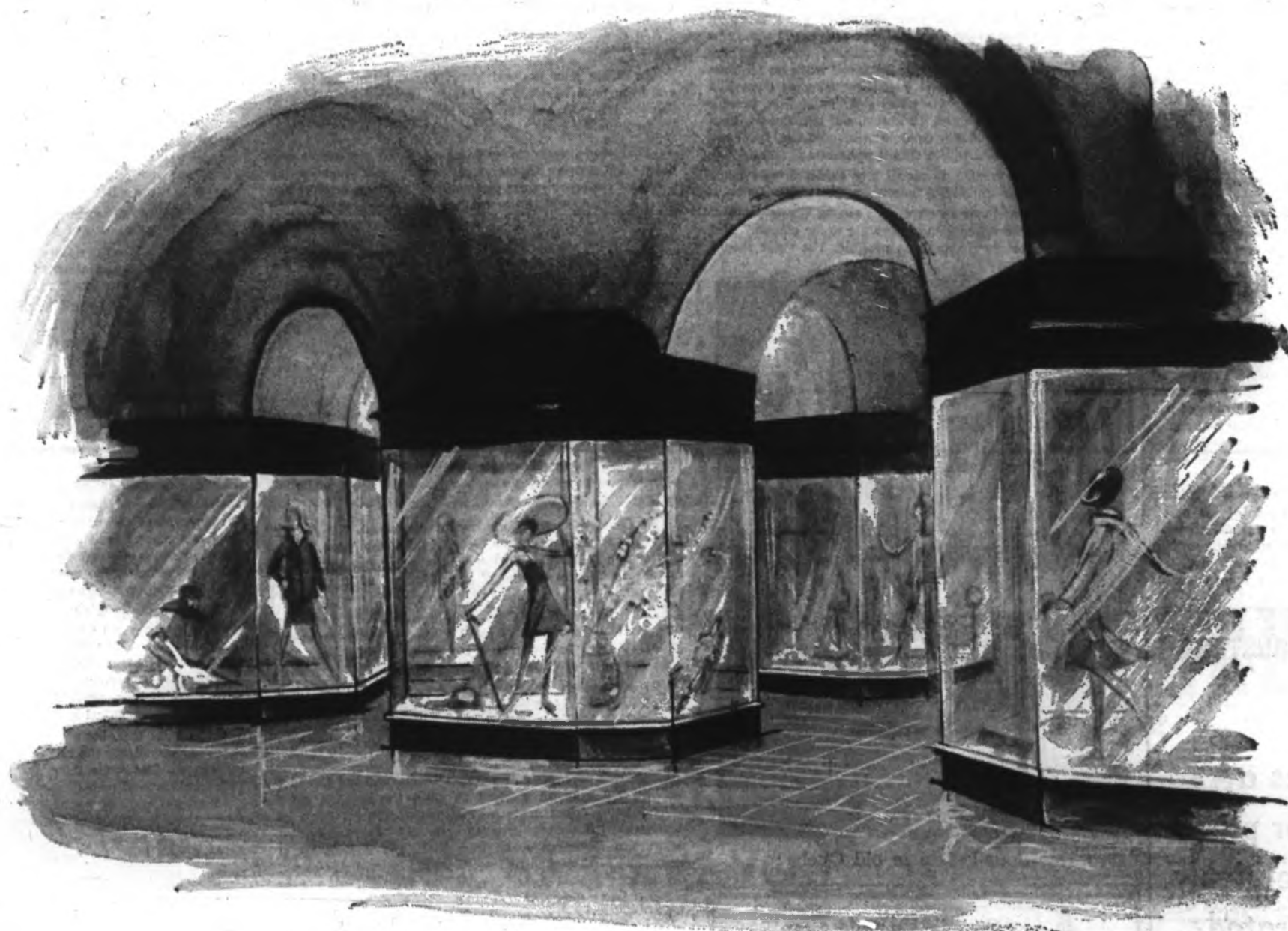
First woman to travel prairie over-land route to the Klondike in 1897 was a Mrs. Garner, shown on horse-back at Edmonton. Photo is from collection of Ernest Brown of that city. Woman's initials are unknown.

them to the goldfields at Dawson. But of the thousands who travelled these routes few reached their objective. Others vent up the Yukon River from St. Michael, Alaska, on the edge of the Behring Sea; or from Valdez on the Pacific Coast and over the mountains to the Tanana River, meeting indescribable hardship and torment on the way. Some tried to conquer the Malaspina Glacier—1,200 square miles in extent—at the head of Yakutat Bay; 15 of a party of 19 died of exposure in the strangling cold.

But by the creeks of the Klondike the nuggets lay thick in the soil, and beneath were sheets of pure metal which sparkled like sunshine. It was worth the big gamble. Fortunes were made by those who had staked their claims profitably (mostly by the early arrivals) but many found nothing.

Out of the Cariboo strike came the opening up of British Columbia, the formation of a province. In its turn, the news of the discovery of gold on the Klondike focussed the eyes of the world on what was, in 1898, a little known wilderness.

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Sin to Vote Liberal Priests Told Quebec

POLITICIANS everywhere have to come to terms with powerful, organized interests: farmers or manufacturers, labor unions or merchants.

"Politics in Quebec structurally require a deal between clergy and politicians," says Quebec social scientist Hubert Guindon. "This is the significant fact of democracy in Quebec."

Quebec has no monopoly on the mixture of religion and politics. But it is in Quebec that the combination has had the most spectacular effects,

By STAN McDOWELL

and never more so than at the time of Confederation and in the years that immediately followed it.

Many reasons for the enormous importance of the church in French-Canadian life at the time are obvious.

Because Cardinal Richelieu had decided in 1627 that New France should be settled by Catholics only, the Roman Catholic Church included all but the tiniest fraction of French-Canadians.

At Confederation French-Canadians were in a minority in the political arena, where they had to defend the autonomy of their institutions against invasion by the English-speaking compatriots. But their church was their own.

In the conservative Quebec society the parish was the base of social organization, and a well-integrated hierarchy provided administrative co-ordination in the diocese and archdiocese. Inevitably it was to the church that the people looked for much of the organization and leadership in the autonomous and distinct way of life they were determined to preserve.

The church in Quebec had been well schooled by history to play a political role.

It was founded in the mood of the zealous, militant Catholicism of the Counter Reformation. Its first bishop, Laval, was the candidate of the Jesuits who were strongly imbued with the spirit known in Europe at Ultramontane because the only authority it recognized was over the mountains in Rome.

During the latter part of the French Regime the church was far from all-powerful. The civil power had become dominant. But the church maintained its militance and its traditional readiness to exercise leadership whenever an opportunity opened. It firmly believed in the exercise of authority in a hierarchical society.

The real power of the Church began with the conquest. The colony lost most of its old secular leaders, and the British governors needed the clergy to win the loyalty of the people. Instructions sent from London to the first governors indicate that Britain hoped to bring the clergy under the control of the governor and eventually do away with the need for its help.

The clergy, however, demonstrating more wisdom, firmness and disciplined diplomacy than any of the other conflicting factions in Lower Canada before the Rebellion of 1837, steadily enlarged its own strength. By constantly urging the people to submit to the civil power, it made its help essential to the governors at a time when the Canadian

political leaders, Louis-Joseph Papineau's Patriotes, were growing increasingly rebellious. The reward was growing autonomy and security for the church.

After the Rebellion of the Patriotes had been crushed in 1837 and 1838, and after progress toward responsible government began with the union of Upper and Lower Canada in 1841, the rules of the game were completely changed.

Before this time it had been governors who ruled. The churchmen could preserve a clerical society and the privileges of the church by keeping their influence with the representative of the Crown. This suited their temperament for they feared the democratic ideas of the American and French Revolutions and favored the monarchy.

The approach of responsible government meant that, in principle, voters would rule. To keep its authority the church would now have to influence the electorate itself. No more private talks with the governor: the pressure would have to be public.

For the new problems the church had new advantages. Its own security and freedom were assured. Anti-clerical political leadership had been defeated with the Patriotes. The clergy were now the leading force in French Canada. Henceforth politicians would oppose them at their peril. Nationalism, beaten in its fight for political independence, could now be channelled into the support of clericalism.

The first rash challenge to clerical authority came with the founding of the Institute Canadien and the rise of the Rouges.

The Institute, founded at Montreal in 1844 as a library and debating society, was soon dominated by a group of young men known as the Rouges. Later they would simply be known as Liberals but in the beginning they were the enthusiasts who gathered around Papineau when he returned from exile, as rebellious and uncompromising as ever. The Rouges were strongly anti-clerical and, as if that weren't enough, they were inspired by liberal and democratic ideas from Europe and the United States, and in favor of annexation of Canada to the United States.

All this was enough to alarm any cleric. It was more than enough to alarm Bishop Ignace Bourget of Montreal.

Bishop Bourget was an ultra even among Ultramontanes. He preached "the submission of the state to the church." And he had a recipe for making this possible. The voter should



Dufferin Terrace at Chateau Frontenac, Quebec, in early 1900s.

say in his heart: "I hear my parish priest, my parish priest hears the bishop, the bishop hears the Pope, and the Pope hears our Lord Jesus Christ."

The most direct clerical intervention in politics came after Confederation had given French Canada a provincial government of its own.

In 1871 a group of Conservatives of extreme Ultramontane outlook formed the Catholic Party, known as the Castors. Bishop Bourget and Bishop Louis Lafleche of Three Rivers encouraged them but they were opposed by the more liberally-minded Archbishop E. A. Taschereau of Quebec City.

The Castor program flatly dismissed as absurd and impious the doctrine of the separation of church and state. Candidates were required to promise to support legislation the bishops wanted. They also had to be Conservatives.

In 1873 the Council of Bishops declared the church to be superior to the state and attacked "Catholic Liberalism."

In 1875 a joint pastoral letter, signed by all the bishops and even by Archbishop Taschereau, repeated the attack on Catholic Liberalism and asserted the right of the priest to tell his parishioners that "to vote in such a way is a sin."

That same year clerical support, from the pulpit and elsewhere, put the Castor party in power in Quebec. The Castors were true to their pledge. Their most important piece of legislation abolished the provincial department of education. This put the schools entirely under denominational control.

Fresh from triumph in the provincial field, the churchmen plunged into federal by-elections in Charlevoix and Bonaventure in 1876.

Priests told their parishioners it would be a sin to vote Liberal. This time a group of Liberals decided to carry their fight for the principle of the separation of church and state to the courts. They asked annulment of the Conservative victories, and priests were brought into court on civil charges.

In Charlevoix, the Conservative concerned, Sir Hector Langevin, turned out to be a close friend of the judge, A. B. Routhier, a former political aide. Perhaps more important, Judge Routhier was one of the drafters of the Castor program.

His judgment in the case before him was that the clergy was immune from state control when dealing with moral issues. Voting, he said, was clearly a moral issue. The Supreme Court of Canada, however, disagreed.

In Bonaventure three Quebec judges ruled that there had been improper clerical intervention and annulled the election. One of the judges, a professor at Laval University, was then threatened with dismissal from his post by his bishop until Rome came to his defence.

Finally in 1877, after Archbishop Taschereau had issued a pastoral letter in an attempt to calm the conflict, after Wilfrid Laurier had made an eloquent speech in which he distinguished between English political liberalism and doctrinaire European social liberalism, and after a papal legate had been sent to find out what the turmoil was about, the bishops ceased their firing at the Liberals. In a joint pastoral letter they said their attack on Catholic Liberalism did not imply the condemnation of any political party.

It was not until 1896 that the bishops united again to attack Laurier — this time for his opposition to exercise of the federal power to restore the separate schools in

Manitoba. Voting Liberal was again declared a sin that would invite refusal of the sacraments or excommunication.

But Quebec voters astonished those who thought of them as a "priest-ridden people" by voting overwhelmingly for Laurier — thus showing much more independence of mind than the Ontario Protestants who obeyed when their ministers preached against him nearer the end of his career. But it took another message from Rome to calm the angry bishops who were unsatisfied with Laurier's compromise settlement with Manitoba.

The bishops' spectacular inability to sway the electorate in 1896 proved the failure of the long campaign of the Ultramontanes to bypass the democratic system by dictating the results of elections.

But by this time the clergy no longer had any great need to worry about the outcome of elections.

Anti-clericalism, or at least overt anti-clericalism, had disappeared among Quebec's politicians. The Rouges had long mellowed into safe, conservative Liberals. There were radical nationalists, like Henri Bourassa, but nationalism had come to defend the language on the ground that it was "the guardian of the faith."

The church no longer needed to fight for the ear of the electors. It had the ear of the elected.

In the 20th century the church remained the dominant administrative organization within French-Canadian society and, until 1960, was much more alert than most provincial governments to the changes that industrialization worked in Quebec.

Churchmen took the lead in organization of Catholic labor unions, while the provincial government contented itself with opposing labor organization, by police force, when necessary.

Churchmen put up the most important opposition to the political methods of Maurice Duplessis, which were adapted to the political ways of the rural parishes — and often of the rural parish priests — and were increasingly out of date as Quebec became urban and industrialized.

Father Georges-Henri Levesque, dean of the Faculty of Social Sciences of Laval University and a leader in the development of the co-operative movement, was the critic Duplessis most feared and hated. Two other priests from Laval, Fathers Gerard Dion and Louis O'Neill, focussed public attention on the need for electoral reform when they published a sharp attack on campaign corruption.

When the Liberal government of Jean Lesage set up a royal commission on education, the chairman was a cleric, Msgr. Alphonse-Marie Parent. The Lesage government's bill to set up a department of education appears to have been a compromise between the provincial government and the Council of Bishops, according to a study undertaken by a leading Quebec political scientist, Leon Dion.

It remains true, however, that the new education policies of Quebec do enlarge the role of the state and narrow that of the church. The same thing is happening in the fields of social welfare and care of the sick.

French-Canadians increasingly look to the state, in the form of the provincial government, as the main leader and administrator of their collective life. As clericalism has declined, demands for provincial political autonomy have grown.

But these changes by no means prove that the state is pushing the church out of public life. Important elements in the church are not resisting the change but leading it and helping to shape it. They are thus assuring, on a foundation more appropriate to the times, the continued importance of the church as a force in the life of Quebec.

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Louis Riel Brought Manitoba Into Confederation, Then . . .

They Hanged Him for High Treason



Louis Riel provoked Canada into smashing the people he was trying to save. This Canadian Archives painting recalls one of his defeats—the charge at Batoche.

BORN by the muddy banks of the Red River of the North in 1844, of pioneer stock with a dash of Indian blood in his veins, Louis Riel was hanged for high treason on a Regina scaffold 41 years later.

What was he like, this man whose name still jars the equanimity of many Canadians? Most of the time—especially during his early life—he seemed to be an intelligent, well-educated human being. It was he who, almost single-handed, brought Manitoba into Confederation in 1870. But whenever external pressures became excessive, he turned into a wide-eyed fanatic, a self-styled "prophet in the service of Jesus Christ—under the visible and most consoling safeguard of St. Joseph, the beloved patron of half-breeds." And in this role he provoked the Canadian government into taking up arms and smashing utterly the people he was trying to save.

By E. B. OSLER

Before his career had properly begun he gave an indication of what his fatal weakness might be. After being picked with two other Metis lads for a higher education in Montreal, he dropped out just short of graduation when he learned that his father had died. A few years later, in 1869-70, after brilliantly organizing the people of Red River into a provisional government to prevent a unilateral takeover by Ottawa—and he did this in a manner that even Sir John A. Macdonald was forced to admit was legal—he marred his achievement and ruined his own future by allowing, under pressure, the execution of Thomas Scott, who ought to have been beneath his contempt.

Had this calamitous event not occurred Riel would have become, no doubt, a minor federal politician respected for his regional power. Because it did occur, the new Dominion was split wide open on religious and racial lines. Riel himself was forced into a shadowy life of exile, and the achievements he

had gained for his people were utterly eliminated by ambitious men.

The Riels were devout people. Hunted from pillar to post with a price on his head, looking on helplessly while the Metis were trampled underfoot, Louis began to associate himself intimately with characters he had learned about in the Bible. During the winter of 1872-73, while in hiding in St. Paul, Minn., he commenced to think of himself as the boy David who, after saving his nation from the Philistines, had been forced to flee into the wilderness. In December, 1874, in Washington, D.C., he had a vision in which God came to him—as He had to Moses—in the form of a burning bush. "Rise, Louis David Riel," the voice thundered. "You have a mission to perform."

By the following December he had gone completely mad. There was a white bull, a black bull and a red bull. He, himself, was the red bull; the white bull was Count Chambord, the surviving Bourbon claimant to the French throne; the black bull was Don Carlos, the thwarted, half-mad son of Philip II of Spain, who had been dead for 400 years. When the notion possessed him, Riel roared and tried to destroy whatever he found at hand. "I have a mission to fulfill," he would cry when people tried to restrain him. "I am a prophet sent from God."

Little by little, he regained his balance. "One day," he wrote afterwards, "... I asked myself if I was right or everyone else was right. ... Today I am better." But he would remain better, the doctors warned him, only if he refrained from involving himself in questions of politics and religion.

This was easier said than done. After being released, he went again to the United States, moved west to the St. Peter's mission in Montana, became a school teacher there. By the time his period of exile had come to an end he was an American citizen. He was a married man, too; for during the interval he had wedded a half-breed girl. Then in June, 1884, he was invited by the Metis of Saskatchewan to help them

"gain their just demands." He moved with his family to Batoche.

For months Riel worked ceaselessly and with skill to organize a campaign of peaceful agitation. His people should have representation in Ottawa; the area should be granted provincial status; the Metis should be given clear title to some land before it was too late. Seeing his success, the authorities tried to bribe him with an appointive position in the North West Council, or a seat in the Senate. When he refused both they turned to ingoring him.

Almost immediately, he began to lose his sense of reality. Sir John Macdonald and the Pope were conspiring to destroy him. He would forestall them by invading this land, dividing it up and inviting all nations to settle in it. No one could deny him his destiny—he would succeed, for God had promised that all glory should be his. "In 40 days Ottawa will hear my answer," he screamed. And later: "We must take hostages. It is the only way in which we can bring the cabinet to its knees." The Metis sprang to arms. On March 26 they clashed with the North West Mounted Police at Duck Lake. In a matter of days more than 8,000 Canadians—many from Quebec—were in uniform. By May 15 Riel and his people were completely over-run.

Riel was brought to Regina to stand trial. When his lawyers tried to prove that he was insane, he shouldered them aside and defended himself brilliantly against the charge of high treason. During the process he made it quite clear that he would rather hang as a sane man who had tried to bring justice to his people and glory to himself than be pardoned as a lunatic. By his own conduct before them he convinced the jury that at the time of committing the act, he had known the nature and quality of what he was doing and that what he was doing was wrong according to law. And because they were convinced, they could not fail to find him guilty, on the evidence before them. But at the same time they were sympathetic and advocated that mercy be shown him, for he had good cause to do what he had done.

The people of Quebec agreed with the jury—Riel's sentence should be commuted to "life." But the people of Ontario were out for his blood—Thomas Scott, whom he had executed in 1870, was one of theirs. Because the Catholic hierarchy refused to become embroiled in the whole affair, the cabinet concluded that the clamor in Quebec could be ignored. On November 16, 1885, Riel was put to death.

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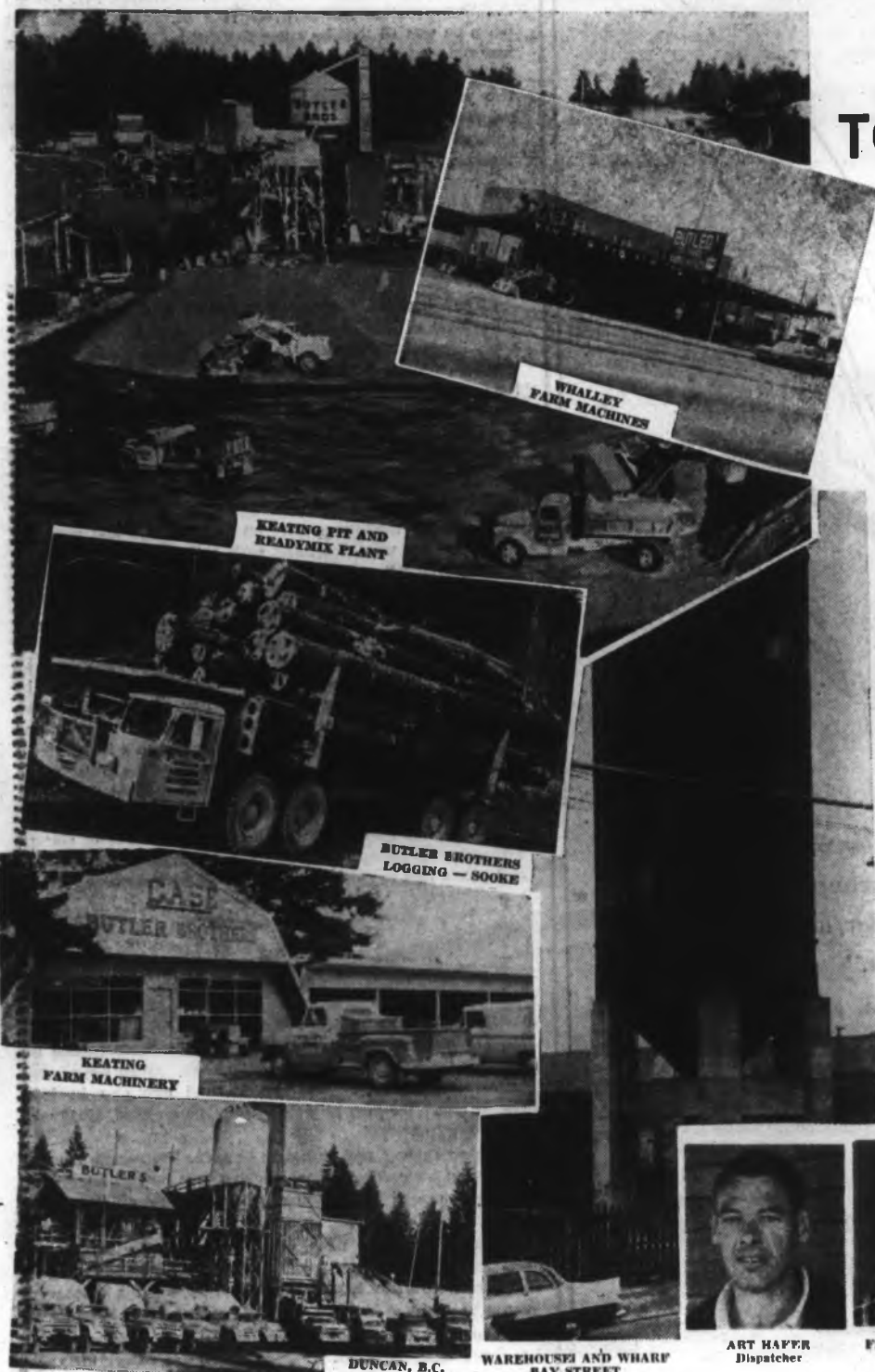
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During the 1930's, a stand of timber at Duran Lake was logged, then timber in the Highland District, Becher Bay, East Sooke and at Shawnigan. In addition to logging, the brothers continued with hauling gravel.

During the war, they purchased property for a gravel pit, at the corner of Keating X Road and Oldfield Road. Over the years, this has been a growing operation. The larger warehouse soon was selling hardware, building supplies, cement, lumber, etc., filling the needs of the Saanich Peninsula.

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Pauline Johnson Was the 'Voice of Canada' But . . .

Her Most Famous Poem Earned \$3

She was paid only \$3 for her best-known poem.

She was hailed as excelling all other Canadian poets as a lyricist of love.

She was the first Canadian woman, the first Canadian Indian and the first Canadian writer to be honored by a commemorative Canadian stamp.

At her death in Vancouver flags were at half-staff throughout the city.

This was Emily Pauline Johnson, daughter of a Mohawk Indian chief and his English wife. All her life she preferred to be known

equalled as a lyricist of love and her metaphors are absolutely unique in imagery and in descriptive and emotional power."

The home in which she was born on the Six Nations Indian reserve near Brantford, Ont., has been restored as a memorial. In

the city of Brantford a plaque to her memory was unveiled in 1958.

In 1961, the 100th anniversary of her birth, the Canadian government issued a five-cent stamp commemorating the strides made by Canadian Indians and their contributions to the development of Canada.

The brown-and-green stamp depicted Miss Johnson in the foreground as a Victorian woman and in the middle background in tribal dress.

The poet is probably most widely remembered in her adopted city of Vancouver where she died of cancer.

Her father, George Henry Martin Johnson, was a distinguished Six Nations leader and a man of culture and intelligence. He was a descendant of one of the five families which made up the historical confederation founded by Hiawatha almost 400 years ago.

Her formal education consisted of three years in an Indian day school and two years in a Brantford school. But she acquired a wide general knowledge in her childhood by extensive reading—especially poetry.

As a child of four she was asked by a family friend what she would like him to bring her as a present on his next visit. "Please bring me back some verses," she said.

Probably her best-known poem is *The Song My Paddle Sings*. Yet she was paid only \$3 for it.

She was 30 when her first work was published—in *Gems of Poetry*, a magazine printed in New York.



In 1892 she began a series of public appearances, reciting her own poems. The place was Toronto and her presence was arranged by Frank Yeigh, president of the Toronto Young Liberal Club and formerly of Brantford.

Pauline Johnson came on stage wearing a hand-made dress belted with wampum and a necklace of bear claws and she was an immediate success. Subsequently she undertook a series of recitals ranging across the country.

In 1894 she went to

London bearing letters of introduction from the Earl of Aberdeen, then Governor-General. Her talent was recognized by John Lane, manager of the Bodley Head, a London publishing firm. One overseas critic said of her work: "She has given us a new kind of poetry which jars and jangles."

Homesickness drew her back to Canada again.

Pauline Johnson once told Ernest Thompson Seton, the naturalist and writer, "My aim, my job, my pride is to sing of the glories of my own people."

And Charles G. D. Roberts, poet and author, wrote to her: "You are the original voice of Canada by blood as well as by taste, and the special trend of your gifts."

After some 12 years of touring back and forth across Canada, and two more trips to London, she retired to Vancouver in 1909.

She died in a nursing home there. Her body was cremated and the ashes buried near Siwash Rock in Stanley Park.



Princess poet Pauline Johnson

By **WALTER HAYES**

by her Indian name, Tekahionwake, meaning smoky haze of an Indian summer.

Pauline Johnson died 54 years ago, in 1913, but her memory remains alive in this Centennial Year and copies of her poetry and other writings are displayed in bookstores across the country.

Dr. J. D. Logan, author of *Highways in Canadian Literature*, wrote of her: "She has not yet been



Bill Miner

'Stick 'em Up' It's Bill Miner

In 1904 a popular rancher named George Edwards drove a herd of horses from Aspen Grove, near Merritt, to the Fraser Valley to sell them. He began his journey with the best wishes of his neighbors and they looked forward to his return, because not only was he a skilled cattleman, but a lively fiddler, a good cobbler and a sometime Sunday school teacher, loved by all the children with whom he came in contact.

The only thing they didn't know about him was that George Edwards was also Bill Miner, one of the most infamous train robbers in the history of North America.

Edwards sold his horses and then crossed the Fraser River to Silverdale on the main line of the Canadian Pacific Railway. Then with two companions he conducted Canada's first train robbery making off with \$7,000 in gold dust and currency. He and his cronies pulled the job so smoothly that Edwards was not suspected and he was able to return to the rustic life of Aspen Grove to live the part of the model citizen.



One reason for his success was that he had already had plenty of experience. Bill Miner was born in Kentucky and raised in Texas and is said to have robbed his first stage coach when he was in his teens. When the stage coach gave way to the train, Bill Miner re-directed his talents. His clockwork planning involved boarding a train, forcing the engineer to stop at a previously designated spot where horses were waiting, having the mail train cut out, blowing the strong box and making good an escape.

He combined cool courage with a gentle manner, never deliberately hurting anyone, taking only from the rich, respecting women travellers and later giving much of his ill-gained rewards to the poor . . . or so say the legends that grew up about Bill Miner.

He didn't always get away with it and spent half his life in prison. But he was also an accomplished escape artist and a model prisoner with a fast tongue who could talk himself into shorter sentences than the law at first intended.

Bill Miner did time in Colorado, California and Oregon . . . 20 years there, after a \$37,000 haul, and it was in 1901 when he was 60 that he came to British Columbia to take a new name and live the life of a respected country gentleman. After his coup at Silverdale he returned to the quiet life for two years. But in 1906 he heard about a \$35,000 gold bar shipment from the Nickel Plate Mine at Hedley and he enlisted another small gang, including an unemployed Ontario teacher, Louis Colquhoun, and a prospector, Shorty Dunn.



They boarded the westbound CPR train at Ducks, 17 miles east of Kamloops and stopped the train at a selected spot. Miner stayed with the engineer while Dunn and the fireman went to uncouple the mail car. They had the engine haul it to where their horses were waiting and then they blew the strong box. But it only contained \$160. There had been two mail cars and they had overlooked the one containing the fortune in gold.

The robbers decided now it was too risky to go back. They went for their horses and found two of them had strayed.

The train meantime went on to Kamloops and soon the entire district was swarming with police. A \$12,000 reward had been posted and everyone who could find the time was soon engaged in the manhunt.

A provincial policeman from Ferus was first to spot some suspects while searching in the Douglas Lake area. He called in five Royal North West Mounted Police, who subsequently found three men who professed to be prospectors eating at a campfire. They might have gotten away with it but Dunn panicked. He started running and shooting and the police brought him down with a bullet in his leg. The three men were captured and when the police found an old tattoo on Miner's thumb they were delighted to learn they had taken one of the notorious bad men of the west.

There was great agitation among the friends of George Edwards. They could not believe their friend was Bill Miner and police had to close the saloons to avoid rescue attempts.



The trial was at Kamloops and the jury disagreed on Miner's guilt. A second trial resulted in a life sentence for him and Dunn and 25 years for Colquhoun. Miner went to the penitentiary at New Westminster until one day in 1907, almost under the eyes of three guards, he escaped, along with three other convicts.

He was never recaptured in Canada. His escape became a political issue. There were charges that he had bought his way out instead of crawling under a fence as the prison authorities said.

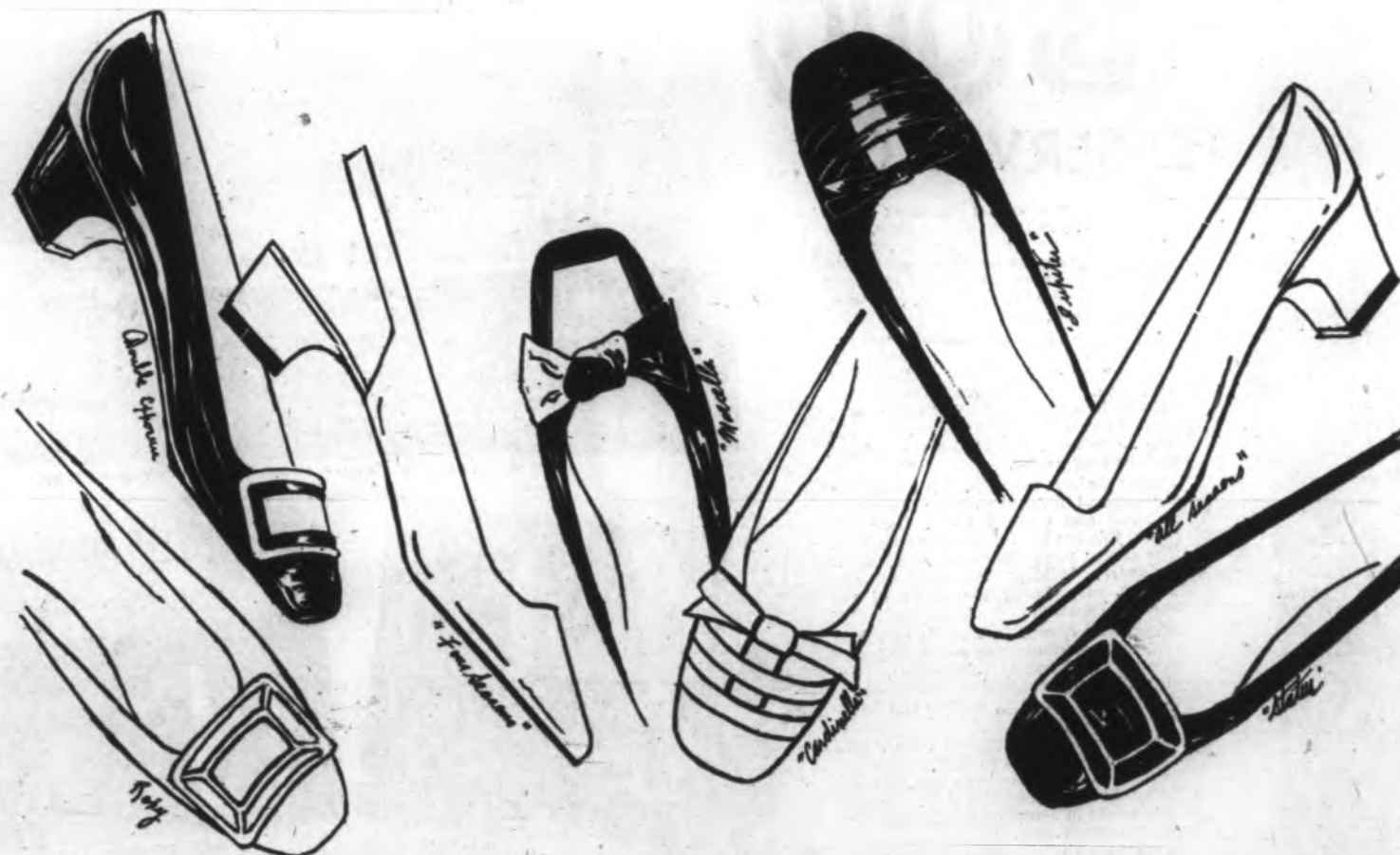
Four years later there was a train robbery in Georgia and ageing Miner was soon in custody. Again he escaped. Then came word of his recapture and soon of his subsequent death in a prison hospital.

But there were later train robberies in Mexico and South America which bore the Miner stamp and there are still those who believe that Miner played his Robin Hood role for many more happy years, which gave the legend a nice ending.

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People Went Hungry and There Was Rioting for . . .

'Work and Wages'



By GUS SIVERTZ

THE hungry thirties were a bit less hungry on Vancouver Island—but we had our days of patched pants, CPR strawberries and pork and beans—with emphasis on the beans.

Porridge was the common starter for the day in many homes and hash was respectable.

Generally, however, Victoria toughed out the depression in a genteel manner.

In Vancouver they had riots and demonstrations.

Here the usual evidence of hard times was frayed cuffs and rooms to let—even in some of the better homes.

A goodly number of Victoria people couldn't get up their property taxes.

City Assessor Alfred Joyce recalls he was a junior clerk then. Every year there were 200 to 250 properties put up for sale. Some were redeemed, but many were picked up by new owners for a song.

The problem was that there was an emergency rent ceiling in the city. The income was less than the taxes and a house owner would have been badly out of pocket trying to maintain a property under these circumstances. An owner couldn't sell at market value. Few people could afford to buy.

By law a homeowner couldn't evict an unemployed tenant. The only solution for many owners was to let the property go, shrug, and hope that better days were "just around the corner," as the popular song suggested.

Victoria wasn't host to the army of unemployed that walked the streets in Vancouver after riding a freight into town. That was because a penniless man couldn't hop a steamer the way he could hop on a boxcar. It took money to cross the straits.

But there were large numbers of local men out of work. And you could usually see a few dozen wandering aimlessly on Fort and Yates Street looking for cigarette butts or offering to cut firewood for a cheese sandwich.

Mr. Joyce recalls the city opened a special office at City Hall to dispense welfare. Unemployed heads of families were issued scrip which was a exchangeable for groceries and clothing.

At one point a large number of unemployed men marched on City Hall to protest what they believed was too limited a handout. When Mayor David Leeming met them he was punched on the nose during the ensuing argument. Shortly after that bars were fitted to the rear windows at City Hall. They were still there up to a few years ago, before the recent renovations.

The depression more or less took British Columbia by surprise. At the early part of 1929 the province was enjoying a post-war prosperity. Almost everyone was working and the average weekly wage in industry was \$29.20. Then in October the financial crash came.

The building trade in Vancouver was immediately paralyzed, which disorganized the lumber industry. The foreign demand for salmon evaporated and the canneries cut their staffs. Grain shipments faltered and mining suffered setbacks. By December there were bread lines outside the Vancouver city relief office.

The office was raided by jobless workers who later paraded and saw two of their leaders arrested as Communist agitators.

In January 1930 there was a 300 per cent increase in the number of unemployed and the police were busy breaking up parades and demonstrations.

There were 7,000 men on relief in Vancouver by November and as many as 250 a day arriving on boxcars seeking to escape the colder climates in the east. "Jungles," the name given hobo encampments, grew on False Creek flats and near the Georgia viaduct.

The mayor of Kamloops complained that his city was overrun by beggars and panhandlers. The first relief camps



Not all tears were from gas bombs.

were set up in 1931 and in time there were 237 of these in B.C., a place of shelter for 18,340 men. The men hated the isolation.

In 1935 about 1,700 men from the camps went on strike for "work and wages" and descended on Vancouver. In April that year they marched on city wholesale warehouses and the Hudson's Bay Company store.

When police tried to get them to leave the store, they rioted, breaking showcases and knocking over racks of merchandise. Then they marched to Victory Square and sent a delegation to see Mayor Gerry McGeer.

The mayor was convinced the jobless men were part of a revolution. He refused them assistance, arrested the 10-man delegation, then hurried to the square and read the Riot Act. There was sporadic fighting that night wherever men gathered and police ordered them to move on.

Tag days were held to assist the strikers and many trade unions went out on sympathy strikes. But nothing was resolved. By 1937, although some municipalities like Fernie and North Vancouver had been bankrupted by welfare demands and were in the hands of receivers, unemployment was easing.

In 1938 the provincial government decided that it was now possible for single able-bodied men to look out for themselves and loans to municipalities were reduced. Free transportation was offered 1,600 prairie men to go home.

But instead, a new congregation of jobless built up in Vancouver. The government said prairie men in Vancouver would no longer get relief and the mayor of Vancouver said street begging no longer would be tolerated.

The men formed themselves into brigades with group leaders for each 10 men. They marched into the art gallery, the post office and Hotel Georgia and sat down. They defied orders to leave.

On June 20, 1938, the RCMP sent a squad to the post office and city police arrived at the art gallery. They gave the men 20 minutes to get out, an order which was ignored—then came the tear gas bombs.

At the art gallery, Harold Winch, now a Vancouver member of Parliament, induced the men to leave without violence.

At the post office a leader named Steve Brodie urged his group to fight. A chair went through the window and other furniture followed. Soon every window was splintered. The Mounties clubbed Brodie and cleared the building. But the strikers roared through the downtown streets taking their vengeance on the stores that held all the things they could not have. Windows of Woodward's and David Spencer's stores were shattered and \$30,000 damage was done before the streets were cleared.

Just about a year later Canada mustered many of these men under the colors to go to fight for King and Country.

Victoria missed the violence of the dirty thirties. But there are still residents who recall the community effort to provide meals and beds for the unemployed.

The Sunshine Inn, organized by Captain Burgess Gadsen, provided 193,000 meals in a three-year period. And the Salvation Army rose to the occasion, as always.

Wage cuts were an old story before the end of the decade. So was the repeated request for more welfare.

Victoria's Mayor Leeming was unhappy about the whole tragic situation. The city had no special funds to meet this unprecedented demand. Nor did any other organized area in B.C.

Across the harbor Premier T. D. Pattullo was furious. He went to Ottawa where he asked for \$5 million to begin a works program to wipe out the humiliation of the dole. He was coldly refused.

"The relief system is socially vicious," Pattullo told a wholly unsympathetic federal cabinet. "It demeans men by requiring citizens to appear before a relief officer for daily rations and a pittance to provide shelter and clothing."

At least one MLA was impressed when he learned that relief had cost B.C. \$3,648,000. Hugh Savage, a Conservative from Duncan-Newcastle, urged greater economy by cutting the legislature from 48 to 30, reducing the seasonal indemnity from \$1,600 to \$1,000, shading the cabinet to five and reducing their payment to \$5,000, including the seasonal indemnity. He found no supporter.

Victoria was still unperturbed. She knew that her major payroll emanated, one way or another, from a large and growing civil service. They were not anywhere near the higher income brackets but they had pay envelopes every month and superannuation.

A salary of \$100 a month was average for male clerks. For a man with a steady income it wasn't hard to find a good two-bedroom home for about \$1,500 to \$2,000. Rents were low and you could pick up a dandy used car for about \$150.

Suits? Look at this big ad in Times and Colonist, March 1, 1934: "Tailored to measure of fine Scottish wool—\$18.50" at David Spencer.

Side bacon (sliced) looks good at 20 cents a pound; eggs are 36 cents a dozen; bread 4 cents a loaf; Horseshoe brand sockeye salmon 17 cents a tin. Plum jam sells for 2 pounds for 25 cents; Lynn Valley peaches 2 tins for 27 cents; Clark's pork and beans, 5 cents, with a limit of six tins to any one person; sirloin steaks are 22 cents and lamb chops (local or Salt Spring Island) 35 cents a pound.

Generally speaking, Victoria subscribed to the slogan of Franklin Delano Roosevelt, new U.S. president, who told the people: "The only thing to fear is fear".

Victoria didn't have much to fear. It was a good place to sit out a depression.

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Dear Mr. and Mrs. Victoria:

This Centennial edition provides us with an excellent opportunity to report that you have given us cause to celebrate through the trust and confidence you have placed in us since opening day, November 1st, 1965.

At that time our staff was comprised of five carefully selected members, each of whom had many years experience and each a specialist in his own field. All five are still with us and enjoying unprecedented success.

We have during this period multiplied to 15 members, three times our original size, who are performing an uncommonly large volume of service and business as a result of your many requests. For this we wish to express our sincere appreciation to so many Victorians—and Up-Island residents for the opportunity of serving your various needs.

This large growth and volume of service could be attributed to a number of causes. For example we could say:

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OR "It is because Mayfair shoppers have discovered that it is as easy to shop for a home, investment or financing as it is to purchase pillow cases, a pair of shoes or ice cream"—and we would be partly right.

OR "It is because we are required to keep 'Shopping Centre Hours' in Mayfair Shopping Centre which finds us open Friday evenings till 9:00 p.m., all day Saturday"—and we would be partly right!

OR "It is because we are departmentalized with residential, resorts and motels (we are the resorts and motel specialists for all Vancouver Island) commercial and industrial (we will build a new plant for your business—we have many sites from which to choose) and mortgage financing"—and we would be partly right!

But in the final analysis we have discovered that, while these play a significant role, the greatest single reason is the efficiency, integrity, and dedication of our professional staff who have taken such keen interest in the welfare of our many clients. The proof of this is best illustrated by the large numbers of you who have returned to affirm your complete satisfaction with our effort on your behalf.

Let there be more—and please drop in to say hello the very next time you go by.

Yours very truly,

L. E. KIRK, President.
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Nine Tragic Years Saskatchewan Starved

By C. H. HIGGINBOTHAM

TWENTY-EIGHT years ago Saskatchewan was emerging from a nine-year ordeal unique in the hundred years of Confederation.

From 1930 to 1939 its 922,000 people endured drought, dust, rock bottom wheat prices, and successive crop failures all at the same time, and in the midst of a world economic depression. Saskatchewan became bankrupt. Manitoba and Alberta were affected to a lesser degree.

The disaster was wholly unexpected. As the Bank of Canada noted retrospectively: "The net cash income of the average citizen in Saskatchewan in four years before the great drought exceeded that of any country in the world of about equal population, with the exception of certain areas in the middle west United States." The wheat crop averaged 260 million bushels and brought one dollar a bushel from 1925 to 1928. Gross average agricultural income was about \$400 million a year.

In the worst drought year of 1937, on 14 million acres farmers grew only 36 million bushels of wheat, or 2.1 bushels to the acre. The dollar value was \$37 million, but only 14 million bushels were available for sale.

Farmers were puzzled and angry at the economics of the drought: if in any one year they succeeded in growing a fair crop, the price was so low they couldn't finance their next year's operations. In fact, low prices prevailed for three years after the great drought ended in 1939.

There had been brief and sporadic dry spells before and one forgotten warning. Captain Palliser, who led a British

scientific expedition in Canada, wrote off the true prairie in 1851 as being too dry for settlement and agriculture. He was only fractionally right.

His "triangle," which encloses 50 million acres of true prairie, most in Saskatchewan and the rest in Alberta and Manitoba, has produced \$12 billion worth of wheat since settlement days. But in the thirties farmers began to believe Palliser was right.

Older prairie farmers dated the beginning of their miseries from the stock market crash in 1929. In that year, after many years of controversy, the wheat pools were side-stepping the Winnipeg Grain Exchange and selling their own wheat.



With the world wheat price standing firm at \$1.50, the pools confidently made an initial payment to the farmer of \$1 and planned a final payment. It never came. Wheat prices dropped below \$1 and the Wheat Pools faced bankruptcy. They were saved temporarily by bank advances guaranteed by the three prairie governments, but thereafter there was nothing but disaster. In two years they had lost \$25 million in overpayments to farmers, were forced to deal on the grain exchange again and became, eventually, massive grain handlers.

Ultimately, farmers would get what they wanted in the first place — the compulsory marketing of wheat through a government agency, the Canadian Wheat Board. But of the many blows endured by farmers in the thirties, collapse of the pools was the first and hardest.

Striking out blindly in the first blush of drought and



— Manitoba Archives

A rich prairie turned to desert dust

depression prairie farm organizations demanded secession of the Western provinces from the rest of Canada. Led by men of such calibre as John Wesson, later president of the Saskatchewan Wheat Pool, and A. J. Macauley, president of the United Farmers of Canada, the movement recruited thousands.

To many, secession seemed to be a permanent solution to many problems. It would, they thought, end "exploitation" of the prairies by Toronto and Montreal. To beat high tariffs farmers would barter wheat with the United Kingdom for farm machinery. Optimistically they looked toward Churchill, Manitoba, as their ocean port to the markets of the world.

Newspaper surveys disclosed a majority of farmers favoring secession but undecided on whether the prairies should join the United States or stay in the Commonwealth. After 1937 the movement was all but dead.



By this time some of the world's richest land had become desert. Gophers took over the prairie and hawks the sky. Starving cattle were sold for a few cents a pound and the wheat price had dropped to 19 cents a bushel. Doctors in the barren southwest were reporting signs of scurvy among children because of poor nutrition, and increase in respiratory ailments among all ages because of pervasive dust.

Saskatchewan was dead broke. Two-thirds of the rural population in 209 out of 302 municipalities, involving hundreds of thousands of persons, were on relief. The total cost of this aid amounted to two-thirds of municipal and provincial revenues.

During the nine years the federal government funnelled \$218 million into the province in the form of special grants, relief act and seed grain loans.

Eastern Canada was generous. In the worst years thousands of railway car loads of clothing, vegetables, fruit and coal poured into the province from voluntary agencies and the Red Cross in Ontario. Generous as it was, it could only slightly mitigate the situation.

Official relief — while costing hundreds of millions of dollars — was doled out on only a subsistence basis. The monthly allowance was \$10 and a 100-pound bag of flour for a family of four. No purchases of fruit were allowed and no vegetable other than potatoes and dried beans. The fear of scurvy was constant.

Those who could, left. Saskatchewan lost 160,000 persons during the nine years, mostly to Eastern Canada. Another 45,000 piled their meagre belongings on wagons and headed for Northern Saskatchewan to face other miseries. They were warned that while they might find moisture, the soil was poor. But as one young farmer expressed it: "I know, it's tough all over. But I don't intend to stay in a country where kids get scurvy."

There are many apocryphal drought stories, but none that can compare with the simple truth. The true story, for example, of the four-year-old girl who ran screaming into the farm home because a few drops of rain fell on her face.

Grasshoppers, the camp followers of drought, not only ravaged the meagre crops but descended on towns and cities. One day millions fell on Regina. They chewed the bark off trees, stripped laundry from clothes-lines, and ruined lawns. In the downtown area pedestrians slipped on masses inches high, cars collided and trains were delayed because of slipping wheels.

Dust was the worst affliction. Day after day the incessant wind lifted the top soil, transforming high noon into black midnight. Lights blazed all day in office buildings and houses.

Continued on Page 15

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Our first location was the spot on which Victoria's fountain now stands in Centennial Square. The name "Northwestern" was chosen because of the first location of the dairy in what was then a north-western corner of the city. The staff consisted of Mr. Norton and one other. Today, we have a staff of 160. Starting out with a one unit delivery, our fleet now numbers 60 trucks.

Fifteen years ago, Northwestern installed the first Dairy Laboratory on Vancouver Island. It exercises quality control over source supply of milk and also processing of products throughout the plant.

Northwestern Creamery is managed by Mr. Frank Norton, the founder's son. Five of the seven executives are native Victorians, each with thirty years service with the firm.



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... Desperate Farmers Talked Secession

Continued from Page 14

In the country farmers and travellers were lost for hours. As the dust infiltrated every nook and cranny, housewives gave up in despair. The first prairie air-mail pilots reported flying through dust at 5,000 feet.

In the first years following drought and depression, farm people wore their experiences as a soldier wears campaign medals. They proudly told of tasting no other vegetables but potatoes for two years and of existing endlessly on dinners of only bread and a little meat. Farm women recalled making very palatable "Bennett" coffee from ground wheat.

An economist estimated that it would cost \$30 million to restore rural clothing standards to pre-depression standards. This, however, had less impact than the story of two sisters who had one dress between them and attended school on alternate days. Many children wore underclothes made from flour sacks.



Qualified male teachers were supposed to get \$523 and qualified women teachers \$443 for the school year. Actually, they rarely got cash but only promissory notes, some of which were not honored until many years later.

Some of the women taught while wearing overalls. Others applied for relief.

A notable symbol of the drought was the "Bennett buggy." Farmers had no money for gas so they removed the car engine and harnessed the chassis to a team of horses. This was the last great service of the horse to the western farmer. They reached a peak of one million in the early thirties, but, thereafter, as farm mechanization increased, dropped to 85,000 in the sixties.

Scores of farm families later said their greatest tribulation was loss of telephones, the lifeline linking thousands of isolated farm homes. A farm woman said: "The day we had to give up the telephone because we couldn't pay the \$10 fee, we realized how poor we really were."

Everything in the once-rich province was wearing out. If a tea kettle or other utensil broke beyond repair, it was a minor tragedy. No money could be spent on replacements. This applied to furniture and bed clothes.

Attitudes toward the great ordeal ran the whole gamut: bitterness, anger and desperation, but also a new neighborliness not experienced since pioneer days. As one farmer remarked: "We all had nothing but we shared it. We became kinder and more dependent on one another. No one was stuck up."



Many retained their sense of humor. One day a few farmers watched the approach of some high flying cumulus clouds. One said hopefully: "Maybe we're going to get rain." Another admonished: "Don't kid yourself. Some other place is just returning the empties."

Saskatchewan cities and towns were indirectly dependent on the wheat crop. Regina, the largest city, had a population of 53,000, which remained static during the crisis years. Again, those who could left to escape the miseries of unemployment and frugal relief.

The brutal happenings in Regina on Dominion Day, 1935, shocked all Canada and may have influenced politics for many years after.

On June 14, some 1,200 young trekkers, members of the "lost generation," arrived in Regina by freight trains from British Columbia. The railways made no effort to stop them. They were on their way to Ottawa to protest conditions in labor camps in which they were paid 20 cents a day, fed and clothed.

Saskatchewan provincial and municipal authorities assumed they would stay two or three days, then resume their trek. Ottawa had different plans. Reinforcements of RCMP filtered into the city and blocked an escape.

Premier Gardiner warned Prime Minister Bennett that any attempt to disperse the trekkers by force would be

disastrous. But after two weeks the trekkers themselves were in deep trouble. On the morning of Dominion Day they had received a last 40-cent meal ticket for two meals. They had lost and they knew it.

At eight o'clock in the evening 2,000 men, women and a few children gathered on Market Square in downtown Regina to hear citizens plead for funds to help the trekkers. It was significant in the light of what happened that only 300 trekkers attended the meeting. The others were watching a ball game.

At 8:15 p.m. a whistle blew and within seconds about 70 steel-helmeted RCMP, assisted by city police, charged into the crowd, yelling and swinging riding crops and truncheons. Citizens later testified they were literally swept off their feet in the stampede and thrown against parked cars. Thereafter there was chaos.

Citizens and trekkers returned to the square to battle police with bricks, cement, piping and two-by-fours. Five minutes after the whistle blew Detective Charles Miller of the city police lay dead from skull injuries inflicted by three young men wielding heavy brooms and tools taken from a repair outfit on the square. A clergyman running in the wrong direction was hit on the head and knocked down. Another citizen was stripped of all clothing and stood naked on the square.

As the rioting spread through downtown Regina, thousands of citizens running away from trouble collided with thousands running toward it. Police on horses charged into crowds and fired over their heads; there was much window-breaking and vandalism.



The last act in the two hours of confusion and terror came when a contingent of city police approached a barricade of cars and was met by a hail of bricks. They were ordered to fire over the heads of the rioters; some did, some did not. Twenty rioters were severely wounded by bullets, many in the chest, stomach and legs.

The provincial government immediately took over and fed the trekkers. Two days later they were sent to destinations of their own choosing, this time riding on the cushions.

The police had acted on orders from Ottawa to arrest the leaders, some of whom were allegedly Communists, on the market square. This made no sense to Saskatchewan. Three hours earlier the leaders could have been arrested privately, when they met the provincial cabinet. As for the action on the market square, a city official said: "It was as stupid as the Charge of the Light Brigade without the attendant glory."

Prime Minister R. B. Bennett was widely blamed for the Regina incident, but this may have been only a minor reason for the defeat of his government four months later. In Saskatchewan the Conservative party had already become identified, however unfairly, with drought, dust and grasshoppers. From 1935 to 1957 it did not send more than two members to Ottawa and for most of that time only one, John Diefenbaker. Its provincial fortunes were equally bleak.



Out of the depression and dust there also emerged two new parties, Social Credit and the Co-operative Commonwealth Federation. Social Credit came to power in 1935 in Alberta, and the CCF in 1944 in Saskatchewan.

In the early fifties Saskatchewan, partly through discoveries of oil, uranium, gas, and later potash, was able to diversify its economy. But while diversification has lessened its dependence on the one crop, wheat is still king. In 1966 it produced a record 550 million bushels, valued at about one billion dollars—a far call from the 36 million bushels, overvalued at \$37 million in 1937.

The long range climate may not have changed, but only the most profound pessimist could imagine any return to the conditions of the "dirty thirties."



After the long drought, grain came with rain

—National Film Board

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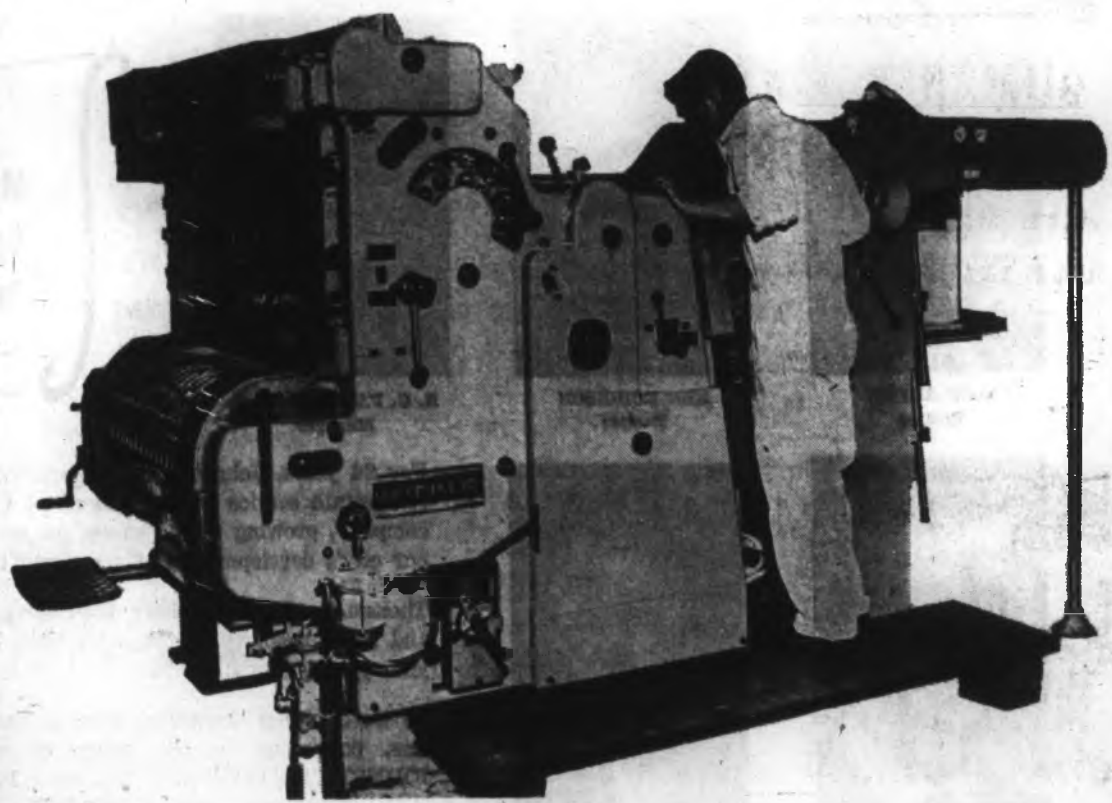
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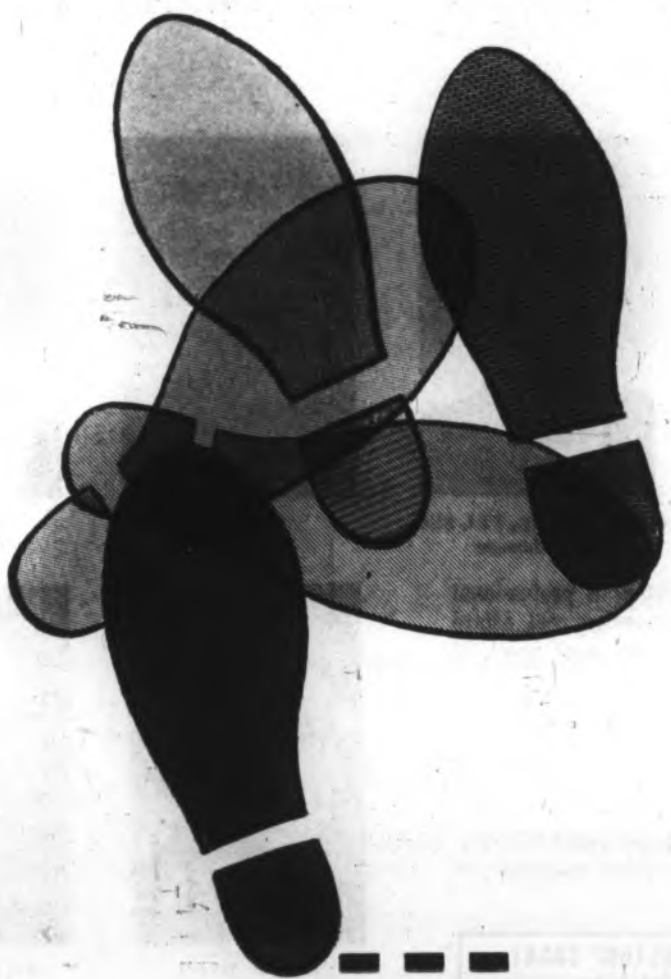


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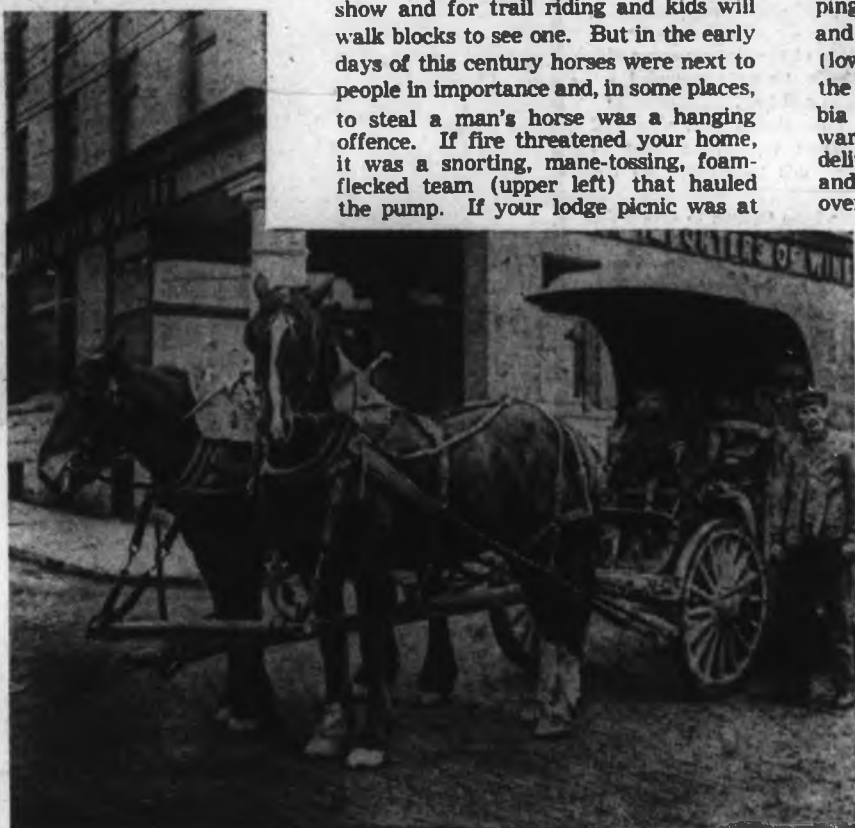


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Nowadays horses are for racing, for show and for trail riding and kids will walk blocks to see one. But in the early days of this century horses were next to people in importance and, in some places, to steal a man's horse was a hanging offence. If fire threatened your home, it was a snorting, mane-tossing, foam-flecked team (upper left) that hauled the pump. If your lodge picnic was at

far-off Cadboro Bay, it was high-stepping carriage horses that took you there and back, as above. Pither & Leiser (lower left) who sold wine and liquor in the same building as the British Columbia Liquor Control Board uses as a warehouse today at Fort and Wharf, delivered their products by horse cart and the heavy wheels rumbled musically over the cobblestones. If your daddy

was Lieutenant-Governor Cornwall, you would be decked out in a sailor suit for Sunday drives with mother and sisters, lower right. Daddy and the galloping groom both wore top hats and the matched team's glossy haunches shone in the sun. And your horses set you aside as someone special, a sign of affluence at a time when most people were poor and used that plodding conveyance, Shank's mare.



B.C. Archives Photos



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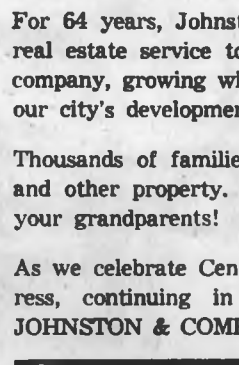
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Growth of Responsibility . . .

. . . B.C.'s Political Story

These Were the Builders

By JOHN MIKA

A FEW British Columbians laughed, some sneered but most were not even aware of the minor political ripple produced by the member for South Okanagan when, winding up an angry speech, he told the Legislature: "I disassociate myself from this government".

It was March 15, 1951, and the member was William Andrew Cecil Bennett.

For a decade he had loyally, even enthusiastically, supported the (Liberal-Conservative) Coalition administration as an ardent Tory MLA. But he had been passed over for cabinet posts and twice lost battles for the Conservative Party leadership.

So most of those who took note of his announcement put it down to the petulant temper of a thwarted politician and all—except for a handful of virtually unknown Social Credit League devotees—turned their attention to more interesting matters.

Mr. Bennett was even robbed of the drama of actually picking up his papers and walking from one side of the House to the other. His crossing was symbolic only, as he already was seated on Mr. Speaker's left where the overflow of the top-heavy (39 to 9) Coalition majority sat. Shifting his seat a few feet sideways certainly seemed only a ripple.



Less than 18 months later the Coalition had split up and in the ensuing election Mr. Bennett rode the crest of a tide-changing wave which flooded out almost a century's political tradition and swept him into the premier's office at the head of a minority party which never before had elected a single MLA!

He's been in that office ever since, longer by far than any man before him.

This sequence of events stands out as the most dramatic and "revolutionary" in the province's political life since it joined the Canadian confederation 96 years ago.

Sometimes turbulent, often exciting, it has departed completely from the Liberal and Conservative "ins and outs" pattern followed at the national level and by most of the other Canadian provinces. But it always has bubbled with the ferment of the progressive west.

Looking back, this history falls naturally into five eras — 32 years of "personalized government"; 14 of Conservative administration; 25 of Liberal (with a minor interruption); 11



Premier W. A. C. Bennett . . . he "crossed the floor"

years of Coalition; and 15 years (so far) of Social Credit.

It began at midnight, July 19, 1871. Fireworks exploded, bells clanged and Government Street seethed with excited crowds as the next minute was B.C.'s first as a province of Canada.

Thus began the first era, that of "personalized government" when, without a party system, the premier was simply the man who could gather together a faction of MLAs, regardless of their individual political persuasions just so long as they formed a majority in the House, and he got the nod from the Lieutenant-Governor.

When differences split the biggest faction, someone else became premier, usually with an internal "crisis" as the MLAs chose up new sides without a general election.

Just as it did with the now more familiar governmental crises of post-war France, this system led to some weird situations and produced an instability best exemplified by the fact that, though there were few elections for the public to decide, there were 15 different premiers in B.C.'s first 32 years as a province and none was in for more than one term.

By contrast there have been only 10 premiers, all by public choice, in the 64 years since the personalized government era ended with the introduction of parties and caucus discipline under a "whip".

The province's first premier was John Foster McCreight, a no-nonsense lawyer from England who oversaw the construction of a framework for provincial administration by piloting no less than 90 major bills through the first session

of the legislature — and paid for his plodding competence by being sacked the following year.

The province's schizophrenia was exposed even this early by the choice of a successor to hardworking but humdrum Premier McCreight. It was a flamboyant and erratic Amor de Cosmos (he legally changed his name from William Alexander Smith to the classical combination for "lover of the world") who proved to be the other side of the coin.

He soon departed provincial politics for Ottawa in characteristically spectacular fashion. A mob of 1,000, led by Victoria's elite chanting "We'll hang de Cosmos from a sour apple tree," chased him from the floor of the legislature to the Speaker's office for sanctuary because of his lukewarm attitude towards a transcontinental railway.

And so the early governments came and went: wrestling with the problem of the promised but late-delivered railway connection to the coast; airy-fairy proposals for land development; fighting with Ottawa over subsidies and the terms of union; sometimes flirting with the idea of seceding to join the United States — even petitioning Queen Victoria formally for the right to secede from Canada.

The ultimate in ludicrousness came in 1900 when Lieutenant-Governor T. R. McInnes, after a battle with the legislature, asked Joseph Martin to form a government. He immediately met a 28 to 1 vote of non-confidence from the assembled MLAs.

But Premier Martin, with his solitary vote of confidence in himself, picked store clerks, farmers, personal acquaintances and a former law partner — almost anyone who would accept entry into politics under his auspices — to form a cabinet. He was defeated in an election three months later brought on by the non-confidence vote.

Lieutenant-Governor McInnes' deliberate flaunting of the legislature's wishes in a leader choice was the final straw in a breaking the power of the early situation when they actually sat in at cabinet meetings and wielded real power, as in colonial days, to the modern protocol under which the elected premier holds all real power.

Growing public anger with the factional form of government—characterized by the election in 1892 of three union-sponsored candidates as the province's first labor MLAs — persuaded the Establishment that change was needed.

Newspapers and community leaders demanded creation of party politics, which had served Canada and other provinces well by comparison with B.C.'s self-annihilating system. The 14th premier, E. G. Prior, brought the pressure to unbearable heights by becoming embroiled in a notorious scandal in which a government contract went to his firm under highly suspicious circumstances.

Just as France brought forth de Gaulle to fashion order out of governmental chaos, so B.C. called in Richard McBride who mastered a paradox — making politics more excitingly colorful yet inherently stable — by introducing the party system in 1903 to open the second era in B.C. political history.



This was the "golden age" of the Conservative Party which ruled the province for the next 14 years, almost all of them under the aegis of "Dick" McBride, as he was known.

But even he was almost tripped on the threshold of power by the zany machinations of B.C. politicians playing their games of personal government.

Just before being called on to form a government to clean up the Prior mess, Mr. McBride was picked as Opposition leader by those who were tired of having Joseph Martin (yes, the same one) in that post.

But just as Mr. Martin had tried every dodge to retain the premiership, so he resorted to almost unbelievable behavior to retain the Opposition leader's title — and with the same results.

By tradition, the Opposition leader's desk and chair were placed in a particular spot near the Speaker's left and Mr. Martin determined to seize it physically even if the majority of Opposition members had repudiated him as leader. So the spectators at the opening ceremony of the 1902 session were treated to the hilarious spectacle of contending Opposition MLAs shifting the desks of their two favorites in and out of that spot.

This side-play didn't end until the opening prayer's "amen" when Mr. Martin, jostling vainly to get through, was cordoned off from the leader's desk by a solid wall of Mr. McBride's supporters.

The winner of that round went on to be sworn in the following year as premier of the province at the age of 32 — at a time when it had \$12 million of direct debt, another \$1 million in contingent liabilities and no credit anywhere.

He was the first native-born British Columbian to enter the office and became, until Premier Bennett, its most successful politician.

Not only did he usher in the party system to meet the psychological crisis in the province, but with youthful vigor he helped promote a boom in resources development which in turn helped him rebuild the province's credit.

He introduced flair and grass-roots politics, making annual tours of the whole province as premier and Conservative leader. Frequent elections were timed by him to capitalize on Liberal weaknesses or, sometimes, to drown out whispers of scandal in his regime.

His greatest strength and weakness was railway development.

Railway charters were granted by the score as the province tried to tie its scattered communities in remote mountain valleys into a cohesive network. Though most of them came to nothing his government was popular with the settlers who followed construction of the Kettle Valley Railway in the Kootenays, the Grand Trunk Pacific and various connecting feeders.

A fantastic real estate boom developed around the railway

Continued on Page 19

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Brewster Led the Liberal March

Continued from Page 18

proposals and in one year, a government guarantee to the Canadian Northern Pacific (which built what is now the Canadian National mainline in B.C.), prompted an influx of more than \$75 million investment capital from the U.S. and Europe.

He became an international figure, turning down an offer of the federal Conservative leadership and also a federal cabinet post. He travelled to Europe frequently and was lionized by the Imperial politicians in London, such as Winston Churchill. He became friendly with King George V himself who knighted him in 1911, the only B.C. premier to receive the honor before titles went out of fashion.

Sir Richard also gained provincial acclaim for walking out of a federal-provincial conference to dramatize a protest against insufficient national subsidies to B.C. and his London friends quietly intervened on his behalf against Ottawa's wishes.

But his zeal in favoring every railway promoter in sight with government grants of money and land — some by secret orders-in-council — began eroding his popularity and behind the soaring real estate boom a serious decline started in resource industries as European war clouds dried up foreign capital sources.

— Almost pathetically, he could only meet the growing unrest with repeated boasts that "there is more railway construction going on in B.C. than in any other part of the Empire today."

By the outbreak of the war in 1914, his dazzling popularity had waned considerably but he had one more blaze of glory—in a cloak and dagger atmosphere he arranged for B.C. to become the only province ever to have its own navy.

On Aug. 4, only hours before U.S. neutrality laws would have stopped the deal, two submarines moved from Seattle where they had just been launched for the Chilean navy, and secretly set course for Trial Island where Premier McBride sent a retired naval officer and the legislative buildings' chief janitor to meet them.

The officer looked over the vessels, approved and formally accepted them on behalf of the B.C. government. The janitor handed over a \$1.5 million provincial cheque as the premier's messenger!

Three days later, the province turned over its fleet to the federal government which asked the Royal Navy to operate it. With two German raiding cruisers menacing the west coast's shipping, hardly anyone criticized Premier McBride for spending the money without legislative approval.

On his 44th birthday, Dec. 15, 1915, he resigned as premier without warning, his health impaired from over-work running the government and supervising B.C.'s war effort, and his heart sore from growing criticism.

He went to London, England, as the province's agent-general (as premier he had commissioned construction of B.C. House there and he became the first to occupy it) but within 18 months he was dead of Bright's disease.

The Tories did not long survive the departure of Sir Richard from their helm. In the 1916 general election, the Liberals were swept into office by a landslide to begin the third major era of B.C. politics.

The new premier, H. C. Brewster, extended the franchise to women, formed a department of labor to soothe the increasingly restive workers of the province and introduced the Minimum Wage Act, but he died in 1918 before he could bring in further reforms.

However, he had appointed four future premiers to his cabinet who carried on from his blueprint: John Oliver, J. D. MacLean, T. D. Pattullo and John Hart.

The giants of this Liberal era unquestionably were Oliver and Pattullo.

A common-sense farmer who was proud of his days as a

ditch-digger, "Honest" John Oliver spent large sums for northern roads, land settlement and, unwillingly, took over the bankrupt and unfinished Pacific Great Eastern Railway as a Crown corporation to maintain his northern policy.

But he suffered failure in dealing with the dislocations created when returning soldiers spurned his policy of settling them in new lands. They favored seeking work in the

over-crowded and job-scarce cities which he detested and largely ignored.

Trade unionists became more militant, Communists became influential and strikes became a symbol of the times. Doctrinaire leftist J. H. Hawthornthwaite was elected to the legislature, eclipsing the milder Socialist there, Parker Williams.

Spurred by a chastening setback at the polls, Premier Oliver established the first compulsory marketing boards for farmers and introduced Canada's first old-age pension legislation.

Premier Oliver died in office an old man, but not before persuading a Liberal convention to adopt a platform of even more radical social reforms.

A brief tenure by Premier MacLean followed the now familiar pattern. His prosaic ways led to defeat within a year as the electorate switched suddenly and decisively to a Conservative member of a pioneer family, Dr. Simon Fraser Tolmie, in 1928.

But Premier Tolmie never lived up to the hopes he would bring back "McBride prosperity." He failed to produce a single original idea in his first session—and the remorseless surge of unemployment and debt brought by the depression gave him no more chances.

The Conservatives tore themselves to tatters as a party while he grimly clung to office until the five-year constitutional deadline "forced" an election for the first time in B.C. history. The Tories were too ashamed of his performance to contest the election of 1933 as a party.

It has not led a government since and Premier Tolmie's administration went down in the books as an aberration in the long Liberal reign. The electorate returned "Duff"



"Honest" John Oliver, a man of the soil, was a hard-headed premier.



John Hart, distinguished as a finance minister, became the Coalition's first chief.



John Foster McCreight, first premier of B.C., and the so-called "Birdcages" which were the first legislative buildings in Victoria. He "paid for his plodding competence..."

Pattullo. His official Opposition was a party barely one year old—the Co-operative Commonwealth Federation which seated but seven MLAs although it captured 31 per cent of the vote in its first try.

Premier Pattullo did an eight-year stint in office and he

Continued on Page 20

TIMES HAVE CHANGED!

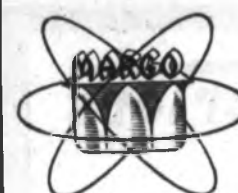


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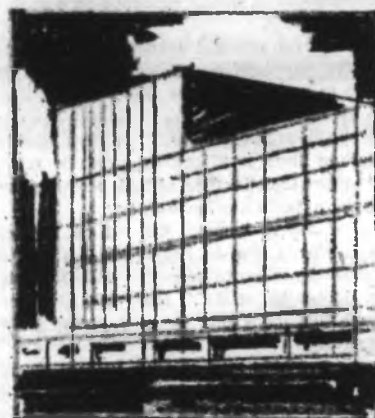
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737 Yates Street in Victoria Surrounded by Free Parking

Fifth Political Era Belongs to Social Credit

Continued from Page 19

might be termed the first of the "modern" premiers. The treasury was virtually broke when he took over and he endured bitter recriminations to launch a major "pump priming" program to meet the exigencies of the depression with a slogan famous at the time "Work and Wages."

His government wrestled with, and in some measure overcame the new social problems of labor bargaining rights, unemployment and welfare problems of the day and began developing the consensus which eventually led to hospital insurance. And it actually passed a full-scale health insurance scheme, which would now be called medicare, but various stumbling blocks prevented it from going into effect.

Although he made enemies, inside and out of his own party, he gradually put the provincial economy back on the rails again before the Second World War came.

He miscalculated the temper of the voters when he took a stand for B.C.'s historic provincial rights in opposition to the Rowell-Sirois formula giving the federal government its present pre-eminence in the income tax field.

He called an election on his stand but the electorate preferred to see a strong central government to prosecute the war effort and it returned 21 Liberals, 14 CCF and 12 Conservatives.

The stalemate forced him to resign as his own party and the Conservatives decided to form a coalition to forestall further CCF advances—a decision he vehemently opposed and warned, prophetically, would create a vacuum into which a new party would rush some day.

His personal friend and finance minister, John Hart, became the first Coalition premier as the province entered its fourth era.

Under him, and subsequently under Liberal Byron Johnson as premier and Tory Herbert Anscomb as finance minister, the Coalition government achieved much.

It presided over the transition of the province's economy from small and large family firms to the integrated giants of



These handsome buildings (circa 1905) replaced the "Birdcages," now form Victoria's picturesque centrepiece.

the primary industries, with international directors, as well as capital, so familiar today.

Power plants, pulp mills, the Annacis Island industrial complex bloomed and the whole nation sat up and took notice of the huge aluminum plant at Kitimat. Workers flocked to the province as wages rose.

The government raised minimum wages, cut the standard work week to 44 hours, boosted workmen's compensation benefits and took part of Duff Pattullo's medicare scheme from the shelf, dusted it off and introduced it for hospitals only with a co-insurance feature.

All the while, the CCF gathered strength in the countryside and the coalition itself hid bitter feuding between Whig and Tory wings behind a facade of agreement.

The rivalry finally spilled into the open and the chiefdoms decided it was time to break up and revert to the party system of government, devising the transferable vote to ensure survival of both old-line parties. Under the system a voter registered votes for several candidates in order of preference.

The idea behind this balloting system was to give "free enterprise" voters a choice between the two old parties while squeezing out the CCF Socialists who had never been able to gain more than a third of the popular vote.

But the scheme fell apart, dramatically fulfilling Pattullo's prediction.

The old-line politicians failed to reckon with the astute political insight of W. A. C. Bennett, who had bolted their ranks and, during the election of 1952, campaigned harder than any B.C. politician before—touring every town that had a meeting hall to pronounce that as a newly-converted Social Creditor he was the biggest free enterpriser of them all.



T. D. Pattullo won back power for the Liberals after Dr. S. F. Tolmie's tenure.



Sir Richard McBride, a great Conservative, at 32 was the youngest of B.C.'s premiers.

Partly through his efforts, partly through public revulsion for the hospitalization premiums which he promised to abolish and partly through general reaction against the coalition and its back-stabbing politics, the Social Credit dark horses reaped enough of the "second choice" transferable ballots to form a minority government with 19 members.

Barely edged out were the 18 CCF MLAs. The Liberals took six (all they have today) and the Conservatives won four seats but have since disappeared entirely from the House. The only one untouched by the upheaval was Tom Uphill, solitary Independent Labor MLA from Fernie, who continued plodding toward his record of 40 years in the House.

And so we are in the fifth era, dominated by the wealthy hardware merchant who was chosen leader of the untired Socialists after their 1952 leapfrog from the political wilderness into the temples of power. He was chosen leader primarily because he was the only man among them who knew parliamentary procedure and practice firsthand.

Within a year, the upstart political magician had begun his periodic trick of pulling safe working majorities out of thin air, since avowed Social supporters were rare. They materialized in the polling booths, however.

In some degree, the profound trust the new party was obliged to give him as the only experienced politician in an apparently hostile province and his success in recruiting former Liberals, Conservatives and even CCF supporters has revived some of the flavor of the "personalized government" days.

In another way he is a magnified Sir Richard McBride, using his barnstorming style of politics but he also shows traces of the pragmatic and pugnacious character of Duff Pattullo.

This can be seen in his insatiable expansion of transportation links—building so many highways his administration was dubbed "blacktop government," extending the PGE, developing the largest ferry fleet on this continent—his infatuation with the Peace River country, development of a new university system, medicare, and persistent quarrelling with Ottawa.

He survived the most publicized scandal of the province's history which saw the first cabinet minister in the British Commonwealth go to prison for corruption in office.

Grandiose schemes have marked his career but not all have succeeded. Axel Wenner-Gren, the Swedish billionaire, signed an agreement with him for development of the Rocky Mountain Trench, construction of a northern railway and huge industrial plants.

It all came to naught—except for the Peace River power project under government auspices.

This development, which will cost close to \$1 billion before it's finished, ranks as one of the world's great construction projects. It likely will be the largest monument left behind by Mr. Bennett's concentration on quickstepping his province to the threshold of industrial might.

He hasn't hesitated in tramping over Ottawa, evening the score for its refusal to allow him to turn the Columbia River over to the Kaiser interests in the U.S. for power development, by forcing the federal government to change the now-famous Columbia River Treaty so he could sell downstream benefits south of the border. And President L. B. Johnson brought him a \$274 million cheque as an advance payment in his first trip outside of the U.S. as its chief executive.

Politics are meat and drink to him and, necessarily, he's chewed crow occasionally.

His personal support for friend and confidant Einar Gunderson failed to win Mr. Gunderson a seat in the legislature. The "on to Ottawa" march Mr. Bennett masterminded never got him a foot beyond the B.C. border in the 1957 federal election.

But he has tasted victory more often than defeat and perhaps none was sweeter than the crushing defeat of Davie Fulton, the very symbol of the old British Columbia who came to revive the provincial Tories. That victory marked the turning point when the Socialists changed from radicals in temporary power to The Establishment.

An inveterate globetrotter, Mr. Bennett is among the few Canadians to have appeared on the cover of Time Magazine and the only one to have his face on a fold-out cover in all international editions—the height of status symbols with the jet set and a strange one for a lifelong non-drinking, non-smoking, 67-year-old "square" traditionalist.

But he's a real swinger in the world of finance—the first premier to launch parity bonds and to establish the home-owner grant as a transfer payment with a difference. He set fire to a huge pile of bonds with a flaming arrow so he could claim B.C. to be debt free (while indirect debt soars past the \$1.6 billion mark) and engineered establishment of a provincially-oriented bank.

Controversy has swirled around his every act, bringing enraged outcries from the man on the street in Penticton to the prime minister of Canada and even to highly-placed foreigners.

Premiers McBride, Oliver and particularly Pattullo were frequent targets of virulent criticism which was reflected and sometimes initiated by the press. But Premier Bennett has attracted an avalanche of hostile editorials on a scale unusual even by B.C. standards.

Ever a masterful political tactician, he has used this adverse publicity, the television cameras that were still novel when he came to power, and now the new "hot line" radio programs to his advantage.

"Nobody shoots at a dead duck," he maintains, and has clippings totalling close to 25 million words to prove it—as good a proof as any that the titan of B.C. premiers arrived at the end of the province's first century.

He survives today, holding the record for length of service. A month from now, he begins his 16th year in office and legally will be able to stay for the province's 1971 centennial in celebration of B.C.'s entry into Confederation if he wishes (although some fear he may prefer to break up that Confederation).

An almost invariable rule of B.C. politics seems to be that a party does not survive in power after a dynamic premier departs the scene and it's obvious that Mr. Bennett's successor has long since been born.

Who will he be?

Politics have been so volatile in periods of stress—and we're undergoing one now—that he may come from an entirely new party or even a revitalized old-line party.

A growing number of persons hope or fear, depending on their political viewpoint, that the sixth era, whenever it comes, will be inaugurated by one of the New Democratic Party members who were elected last September.

But only a reckless gambler would bet on any of the possibilities in B.C. politics.

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When American Loyalists Fled Northward Britain Almost Lost Canada to U.S.

By JOHN AITKEN

It was the American who gave us birth in Upper Canada, and who then gave us a sense of purpose—the beginning of the sense of identity which in three quarters of a century permitted the founding of a nation.

In Ontario, perhaps more than anywhere in English Canada, we are conscious of the dichotomy of being Canadian, or at least of being UPPER Canadian, for we are as much a product of the American Declaration of Independence as are the Americans themselves.

When Britain, in 1783, reluctantly swallowed the fact of American independence and the loss of the lucrative Thirteen Colonies, the region of Upper Canada was virtually unsettled. Within 30 years it had become the Fourteenth Colony—a struggling but pompous pioneer community where 80 per cent of the people were American either by birth or descent.

The called themselves United Empire Loyalists and it was then as it is today—in some corners of Ontario, at least—a badge of honor. Some of them were, indeed, loyal to the British crown and institutions and fled the colonies in disgust or in fear, to live a proper British life further north. Many of them were less highly motivated, however; they came because there was rich agricultural land.

And while these pioneers may have been loyal to the British crown, they had nonetheless lived their lives among the free-thinking, adventurous Americans, and they brought with them, to Canada many of the doubts about the heavy-handed, aristocratic British colonial rule. In fact, they brought with them the same deep-seated desire for independence. It was to lead to bitterness and frustration, rebellion and bloodshed and finally to Confederation. The difference lay in the time it took; the Canadians were long-suffering, and the harsh life they led forced most of them into a political docility.

Ironically, it was the Loyalist pioneer who also gave later Canadians the anti-Americanism so popular today. It was then as it is now centered on the influence of the Americans; the pioneers had left much behind them in the way of comfort, security and civilization and now they sought to justify their decisions to themselves. They began to prize the roughness, the limitations of pioneer life, as virtues, and to profess contempt for their more luxurious cousins.

The life facing the United Empire Loyalists was unappealing. His day was filled with tree-cutting, stump pulling, cabin building, plowing. He had no leisure in which to study and accurately appraise the British rule he had chosen. If he dreamed, it was of the day when his farm would be established and Upper Canada would have developed into a comfortable community where the peasants were guided by a privileged aristocracy of which he, as a Loyalist, would be a member.

Until after the War of 1812, the British misunderstood this brooding colony, this apparently pro-British people they had inherited by default. Plans were laid for a bulwark of old Britain in the New World. But it was to be colonial in the strictest sense of the word, with custodians protecting the land from undue progress and ensuring a continued flow of income for the motherland.

It was, for Britain, the beginning of a series of disastrous blunders. She nearly lost us. For Britain, on the verge of an industrial revolution she would never learn to understand and faced with a new land of incredible potential, failed to comprehend that it was the British institutions of democracy and law that Canadians loved and were loyal to, not the British people.

First of the British custodians was a man of the highest integrity and considerable talent, one of the very few really good administrators that England gave us. He was also,



The redcoats of Britain held Canada in 1760s. Here they draw wood to Quebec.

(From painting by J. B. Macnaughton in Chateau de Ramenay.)

however, a man of mixed assets, wise in some areas and blind in others, notably in his utter inability to gratify the spiritual needs of his people.

Lieutenant-Colonel John Graves Simcoe had, a decade earlier, commanded Loyalist troops in the American revolution and he had learned to admire and respect them. He was delighted with the chance to become their governor, and was determined to create a British bastion of power.

He would not make the mistake of permitting anarchy by letting the people control their affairs; he was governor and he would govern—wisely if he could, firmly, in the feudal manner.

At first he was welcomed, when he met the legislators at Newark (Niagara) in 1792. He set about devising a system of crown reserves of land which he would use to reward the faithful, and clergy reserves of land with which the church might exist without direct dependence on parishioners. Simcoe would, through judicious sinecures and government appointments, surround himself with an executive which he could trust to do his bidding.

When he was recalled to Britain, Simcoe left behind him a flourishing colony with roads and garrisons and a hard working, industrious people.

He left, too, a group of citizens on whom he had liberally bestowed his favors but who still showed no signs of developing into the squire and gentlemen he had intended. They became what would be called the Family Compact, and they would cause much mischief in the years to come.

Another of Simcoe's legacies had been the continued acceptance, indeed the wooing, of American "Loyalists" long after 1783. If they seemed suitable, and if they swore allegiance to the crown, they were welcomed and given land, and thus early population of Upper Canada grew. They were American expatriates living under British rule and most of them, by this time, were doing so less for the love of Britain than the natural desire for good land.

It was the War of 1812 which put an end to the Americanization of Upper Canada. The reasons for the war belong to the history of Europe, but the result was that President James Madison signed a declaration of war against Britain, which meant Upper Canada was to be the battleground.

Battles were fought, heroes emerged, little was resolved in the New World—not even the international boundaries! But during the years that saw the taking and burning of York, and the plundering by American troops, the people of Upper Canada ceased to be Americans. They became unified as a separate people, neither British nor American in outlook. This was the end of the influx of immigrants into Canada from the Thirteen Colonies.

As Upper Canada repaired the damages of the war, it approached a new era of immigration beginning in the 1820s and continuing until the 1850s, and it was to be British to the

core. It would also be a period of progress: in 1815 the total population of the British North American provinces was about 500,000. By 1867 it would be more than three and a half million, of whom half would live in Upper Canada. But first there must be bloodshed; the fruits of the Simcoe years must be harvested.

In 1793, the year Governor Simcoe arrived at what would become the city of Toronto, the birth occurred in England of the man who would almost destroy us with his ineptitude, Francis Bond Head. Two years later, in Dundee, Scotland, was born hot-headed William Lyon Mackenzie. In 1799 they arrived in Upper Canada a young opportunist from Aberdeen, John Strachan. Their various fortunes drew them together at the newly incorporated city of Toronto in the 1830s and the clash which followed, farcical in some respects and tragic in others, marked the beginning of the end of British hopes for a dutiful and obedient colony.

In Lower Canada the problem was the English domination of the French—"two nations warring in the bosom of a single state," Lord Durham was to call it. In Upper Canada it was the fiery, erratic, rebellious newspaper editor, Mackenzie, infuriated by the Family Compact arrogance and halting the autocratic Bishop Strachan, frustrated by the bungling of Sir Francis Bond Head, then lieutenant-governor of Upper Canada by mistake (officials in London became confused by Sir Francis and a cousin of his; it seems they intended the cousin should be governor but it was Sir Francis who arrived.)

Mackenzie led the rebels; Strachan was the power of the Family Compact; Head was the man who couldn't make up his mind about anything.

In December, 1837, Mackenzie led his rebels down Yonge Street, and after a short-lived battle the rebels fled and Mackenzie spent the next 15 years exiled in the United States. As a rebellion it didn't count for much, but as a turning point in the story of Upper Canada it did.

As the importance of the fur trade declined, new staple industries emerged. Ships too slow for the exotic spice trade

of the Far East began now to load with Canadian squared timbers bound for England. On the return voyage the ballast cargo would be a shipload of immigrants—perhaps English, displaced by the industrial revolution now well under way; perhaps starving Irish, fleeing the potato famine of the 1840s. They came, bringing British ways as well as cholera epidemics, and they gave Upper Canada the population it needed.

The government in London finally realized it had a problem on its hands and despatched Lord Durham as governor of the colony, charging him to determine what the matter was, and what was to be done.

The answer, reported Durham the following year, was an end to colonial rule; the people of the Canada's must have responsible government. Britain accepted the report and the days of Family Compact rule were numbered, if not immediately ended. The people of Canada had passed another milestone, the crucial one that would eventually lead to Confederation, now less than a generation away.

Upper Canada entered one of its most peaceful and productive eras—three quarters of a century in which there would be no wars and little strife. It was a time for growth and immigration, for canal building, for railways, and for economic competition with the United States, no longer hated for patriotic reasons but still envied and resented for its burgeoning affluence.

The stage was now set for the industrialization of Ontario, for the opening up of farms and factories. Immigrants were needed to dig the canals, and when these were rendered obsolete by the railway, more immigrants were needed to build the railways. The man who arrived in Upper Canada faced a hard life, but not as hard as that of the pioneers. And if he worked, and was lucky, he stood a fair chance of success.

In the aftermath of the rebellion of 1837, the Reform party disintegrated. Politics, now business-oriented, divided into two camps, the Tories being the offspring of the old Family Compact, and the Grits of the Reformers. With the arrival of responsible government, the Liberals lost their raison d'être and while the Conservatives still displayed some of the attitudes of the Family Compact days, they too wanted more autonomy. Political deadlock of the 1850s paved the way for the bibulous lawyer from Kingston to arrange a coalition of the two, and to achieve Confederation.

If Canadians today are lukewarm in their appreciation of Confederation, unlike the adulation of the Americans for their Declaration of Independence, part of the reason may lie in the predicament of Canada today: her lack of purpose, and failure to resolve her major problems. But much of the reason lies in her roots; for Confederation's battles were fought in 1776, in 1812, and in 1837. These were the dramatic moments in Canada's history and they were far removed from their eventual result.

Confederation, unlike the Declaration of Independence, was not a surge of emotion from an angry people; it was the cold-blooded political manoeuvre of a handful of dedicated businessmen—politicians who saw destiny in the form of a nation strong enough and big enough to survive proximity to the wealth of the United States.

It was time, they decided, for the Fourteenth Colony to assume her place in the world.

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Winn-O-Way Low Cost, 2570 Gadsden Bay Road
Wilson's Low Cost, 401 Burras Road
Young's Low Cost, 3888 Gorge Road



In the Maritimes . . .

A Century Is Nothing

By JEANNE WAYLING

IF the people of the Atlantic provinces seem to be rather casual about celebrating Canada's Centennial year, there is a good reason. One hundredth birthdays are "old hat" to the residents of Nova Scotia, New Brunswick, Prince Edward Island and Newfoundland.

Port Royal, in Nova Scotia, celebrated its 300th birthday 62 years ago. Saint John, N.B., traces its beginnings back to Charles La Tour's fort built in 1635 at the mouth of the St. John River. St. John's, Newfoundland, was a fishing station as early as 1527. And recently archaeologists have laid bare 4000 years of history at the mouth of the St. John River in New Brunswick, where an Indian tribe referred to as the "Red Paint People" lived on the Atlantic seaboard during Old Testament times.

Whether Lief Ericson, the Viking; St. Brandon, the Irish monk; or John Cabot, the emissary of the English king, was the first to land on Canadian soil — or whether Labrador, Newfoundland or Cape Breton was the "Prima Terra Vista" — there is no doubt that the Atlantic provinces were the earliest part of Canada discovered and settled by Europeans.

Nova Scotians claim that John Cabot sailed into Aspy Bay, at the tip of Cape Breton Island, on June 24, 1497, and planted the English flag on its white crescent beachline.

The Cabots' enthusiastic report of the fair new land, and the fish-filled waters surrounding it, soon brought adventure-seeking fishermen from England, France, Spain and Portugal. Early in the 16th century, Cape Breton Island became a haven for European fishing fleets. The Portuguese dried and salted their catch at Ingonish; the Spaniards at Sydney; the English at Louisbourg (then called English Harbor) and the French at St. Ann's.

These fishermen and explorers found the Micmac Indians living in the Maritimes. The Micmac, a branch of the Algonquin tribe, were described as a hospitable, friendly race of people who loved justice and disliked robbery or violence.

Several attempts were made to establish permanent European settlements in Nova Scotia, but each ended in failure, until Sieur de Monts, Samuel de Champlain and Baron de Pourtincourt settled Port Royal in 1605. They arrived at Port Royal after having spent a disastrous winter on an island at the mouth of the St. Croix River, where 35 out of their party of 79 died. They transported the woodwork of the houses from the island to Port Royal.

Champlain records that when the buildings were finished, gardens were planted. His own developed into a pleasure garden, complete with a summer house surrounded by trees and brooks, in which he planted trout.

Port Royal has given Nova Scotia the distinction of claiming the first permanent white settlement in North America; the first gardens cultivated; the first vessel launched; the first road built; the first water-powered grist mill constructed; the first conversion to Christianity made; the first social club established and the first literature written.

The success of the Port Royal settlement soon brought others from the shores of France. Settlements were made at St. Ann's on Cape Breton Island, at Beaubassin on the present border of New Brunswick and Nova Scotia; at Grand Pre; at Cobequid (Truro); at Piziquid (Windsor) and at Pubnico near Yarmouth.

While the French were busy clearing the land and building homes in Acadia; King James I made a present of the territory, including New Brunswick, to Sir William Alexander, a Scottish knight. The grant referred to the land as Nova Scotia for the first time.

In order to speed colonization, an order known as the Barons of Nova Scotia was created, and 140 persons received a barony of four by six miles in the province. In exchange for a title, they were expected to send six men to the province, fully armed and equipped for two years, and to pay 1,000 marks toward Sir William's colonization expenses. Although 50 peers of the United Kingdom can trace their ancestry to the first knights barons of Nova Scotia today, the system as a colonizing force was a complete failure.

The long struggle between the French and the English over the territory ended in 1763, by the Treaty of Paris. In the intervening years the French had built the great fortresses of Beauséjour in New Brunswick, which faced the English Fort Lawrence across the Missiquash River, and Louisbourg on Cape Breton Island.

The Halifax Citadel was built in 1749 as a base for the British forces to attack Louisbourg. Halifax was the first English city in Canada and quickly became the cornerstone of English tradition and culture in the Atlantic provinces. Here, the first Protestant church in Canada was built, the first representative, responsible legislature formed, and the first English speaking newspaper printed.

Shortly after the founding of Halifax, settlers from King George II's German kingdom of Hanover were invited to Nova Scotia, where they founded the area around Lunenburg. Although they were an inland people, they quickly adapted to their environment. Over the years they have brought fame to Nova Scotia's south shore as deep-sea fishermen, master ship builders and skilled sailing skippers. The two Bluenose schooners and the replica of the Bounty were built in Lunenburg.

Between 1755 and 1761, the Acadians were deported from Nova Scotia and New Brunswick when they refused to sign an oath of allegiance to the British crown. Despite the expulsion, Acadians today form one of the largest ethnic groups in both provinces. Many Acadians living in the Cheticamp area are descendants of those who escaped from Grand Pre and made their way through the woods to the northeastern shore of Cape Breton Island. Descendants of 335 deported families, who are said to have walked the return distance from Boston to Digby County in 1768 live in the Clare district.

On Nova Scotia's south shore are the oldest existing Acadian villages. The Pubnico area, which dates back to 1651, was the only one not occupied by English settlers after the expulsion, so that when the Acadians returned, they found their land and villages intact. From Europe, the West Indies, the American colonies and St. Pierre, the Acadians returned after 1763 to establish settlements in New Brunswick.

Canadians who complain about the brain-drain to the United States tend to forget that in the early years of Canadian history, the reverse was true. Many parts of the Atlantic Provinces were settled by New Englanders, referred to as the pre-loyalists, or Nova Scotia Yankees. Between 1761 and 1762, 22 shiploads settled the deserted Acadian farm land in the Annapolis Valley. Yarmouth was founded by 80 Massachusetts colonists. In 1762, the first English speaking settlement was made in New Brunswick on the upper St. John River by a group of pioneering New Englanders.

Following the American Revolution in 1776 immigration from the United States began in earnest, as the United Empire Loyalists flooded into the Atlantic Provinces. Shelburne, Nova Scotia's Loyalist town, was carved out of the wilderness over night when 10,000 refugees crowded in. Large groups of Loyalists also settled in Digby, Windsor, the Annapolis Valley, Springhill and Sydney.

New Brunswick has been appropriately called Canada's Loyalist province, for, with the coming of the Loyalists came the establishment of the province of New Brunswick. Altogether, about 12,000 Loyalists swelled the population of New Brunswick's wilderness. Many of these Loyalists were well-educated men who felt their rights were being ignored in far-off Halifax. The new province was formed in 1784.

The Loyalists brought large numbers of slaves with them to Canada. Although most of them were freed soon after arriving, they never received the generous land grants allotted to the other settlers. Nova Scotia and New Brunswick's colored population increased during the War of 1812, when many Negroes were brought to Halifax on British ships. Few Canadians realize that the first man from any British Dominion to win a Victoria Cross was a Nova Scotian Negro, William Hall, V.C. He was born in Hantsport, N.S. in 1827, the son of an escaped Virginian slave. He served with the Royal Marines in the Crimean War and later in India.

The ship Hector, which arrived in Pictou in 1773, marked the beginning of Scottish immigration to Nova Scotia. For the next 30 years, 50,000 Highland Scots settled Cape Breton Island and the counties of Pictou and Antigonish. With them came their clans, tartans, kilts and the Gaelic, giving to New Scotland the flavor its earlier name had suggested.

During this same period large numbers of Irish flowed into New Brunswick.

Both Prince Edward Island and Newfoundland's early



Car assembly plants are new industry.

settlement and development suffered because of British colonial policies. Prince Edward Island was first visited by Jacques Cartier in 1534, who described it as "the fairest land 'tis possible to see." However, it remained a summer fishing port until 1719, when Acadians from Nova Scotia moved to Ile St. Jean (as they called it), following the Treaty of Utrecht. They founded Port LaJoie, across the harbor from the present day Charlottetown, and were soon joined by hardy Bretons from France.

There were at least 5,000 French inhabitants on the island before the deportation in 1758. However, when Captain Samuel Holland was sent by Britain to survey Prince Edward Island in 1764, he found only 30 families remaining. "all extremely poor, living in huts in the woods."

Holland's survey divided the island into 67 lots, which were given to those presenting claims on the British government for military service. These absentee landlords did little to settle the province and collected "quit rents" from settlers living on their land until 1873, when the law was changed as Prince Edward Island joined Confederation.

Despite the tenant farming system, the first group of Scots settled in Prince Edward Island in 1772, at Scotchfort and Lord Selkirk's 800 Highlanders settled the Belfast area in 1803. A few Loyalists also made their way to Prince Edward Island. They were soon joined by thousands of Highlanders and Southern Irish. In 1860, the population was over one-half Scottish, one-quarter Irish, one-tenth Acadian, with a few English and Micmac Indians.

Referring to the settlement of Newfoundland, Premier Joseph R. Smallwood has said, "The greatest wonder of all is that there are any people living in Newfoundland at all."

Certainly, Newfoundland has suffered from colonial exploitation more than any other Canadian province. Although feeble attempts were made to colonize Newfoundland after Sir Humphrey Gilbert formally annexed the island for England in 1583, there were only 120 permanent residents 100 years later. The first permanent settlement was established by a group of English families led by Sir John Guy at Cupid on Conception Bay in 1610.

Newfoundland's settlement was deliberately held in check so that England and her fish merchants could benefit from the profitable export trade in dry cod. The population of the island was almost entirely seasonal, the fishermen returning to England each autumn.

The fishing colonies were ruled by "fishing admirals," a practice sanctioned by English law in 1633. The captain of the first ship to arrive in a Newfoundland harbor was declared admiral of that harbor for the season. This continued until 1729, when a Royal Navy captain was appointed governor. The governors were appointed only for the fishing season until 1817. It was not until 1855 that Newfoundland won self-government.

Amazingly, the population did increase, mainly as a result of the English and Irish immigrants brought in as cheap labor for the cod fisheries. In 1815, more than 11,000 settlers arrived in St. John's from southern Ireland. Over 90 per cent of Newfoundland's population today is of English or Irish descent.

Newfoundland's tragic history has produced a proud, patriotic, forceful people symbolized in Basil Gott's memorial statue, The Fighting Newfoundlander. Through the years, Newfoundlanders have had to fight for liberty, for education and for an opportunity to realize their own great national potential.

It is no accident that an early history of the Atlantic provinces sounds like a catalogue of "first place names and events." Canada's very roots spring from these four small provinces. From them, Champlain went on to explore and settle the Canadas, pioneers ventured west to open the frontier, and leaders in all avenues of Canadian life continue to emerge.

Halifax is old city with new look.
(Photos by Nova Scotia Information Service.)

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FROM FEATHERS TO WIGLETS

Fair Fashions Through the Years

Our Fair Ladies, gathered here, represent the fashions of other years of world fairs back to 1904 and "Meet Me In St. Louis, Louie" with feathers. The 1915 belle in velvet and ermine was asked to take off her hat in movie houses in San Francisco, where the fair was held that year. The 1926 flapper with the come-hither look saw the fair at Philadelphia in beads, spangles, bobbed hair and a headache band. At New York's

world's fair in 1939 a new world war was reflected in square shoulders and page boy bobs. By 1958, when the fair was at Brussels, hair was shorter, feathered in an Italian cut. In 1964 the "natural look" was everything to the girl at the New York fair. The latest thing in evening wear for Expo 67 year, is worn by the girl far right, trimmed with crystal beads. And 10 to 1 there's a wiglet in there somewhere.



Miss 1958



Miss 1964



Miss 1939



Miss 1904



Miss 1926



Miss 1915



Miss 1967

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It is our aim to bring you the fashions that make your wardrobe "come alive" with a truly NOW look . . . both in the business and social worlds. We shall continue to comb the markets for the fashions that please Victoria women, and bring them to you at the prices your budget demands.

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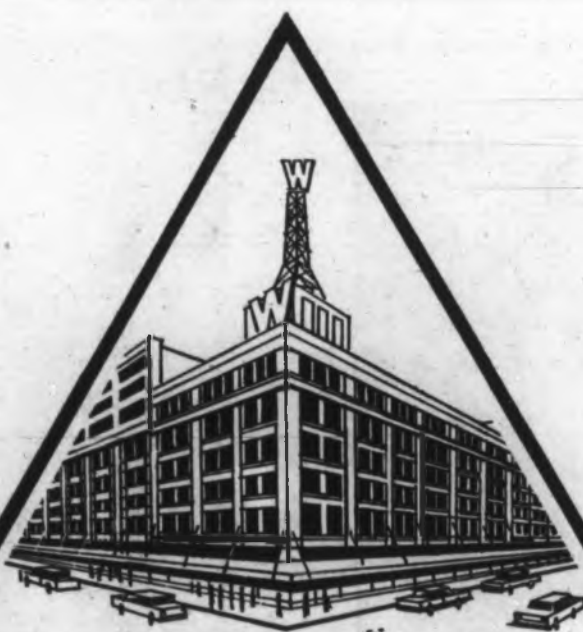
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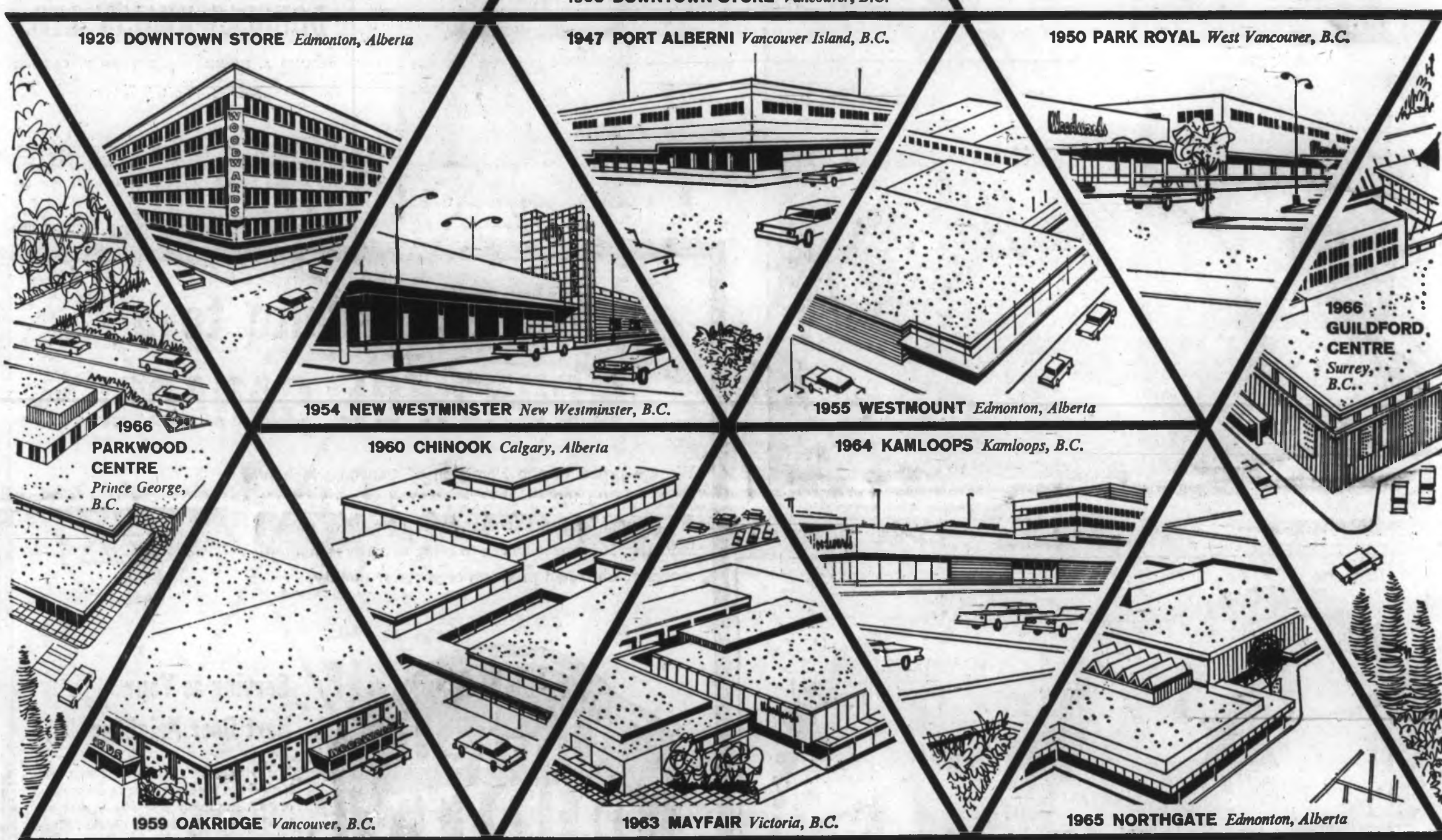
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1867 - 1967

Woodward's

75 YEARS
1892 - 1967



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**Charles Woodward,
Founder . . .**

Away back in 1892, Charles Woodward ventured forth with his first store in Western Canada, marking the beginning of a continuous path of progress . . .

**The Original
Family Store . . . 1892**

Charles Woodward's store was built at the corner of Harris and Westminster, (now Main and Georgia). A 3-storey structure, where fabrics and family clothing were sold.



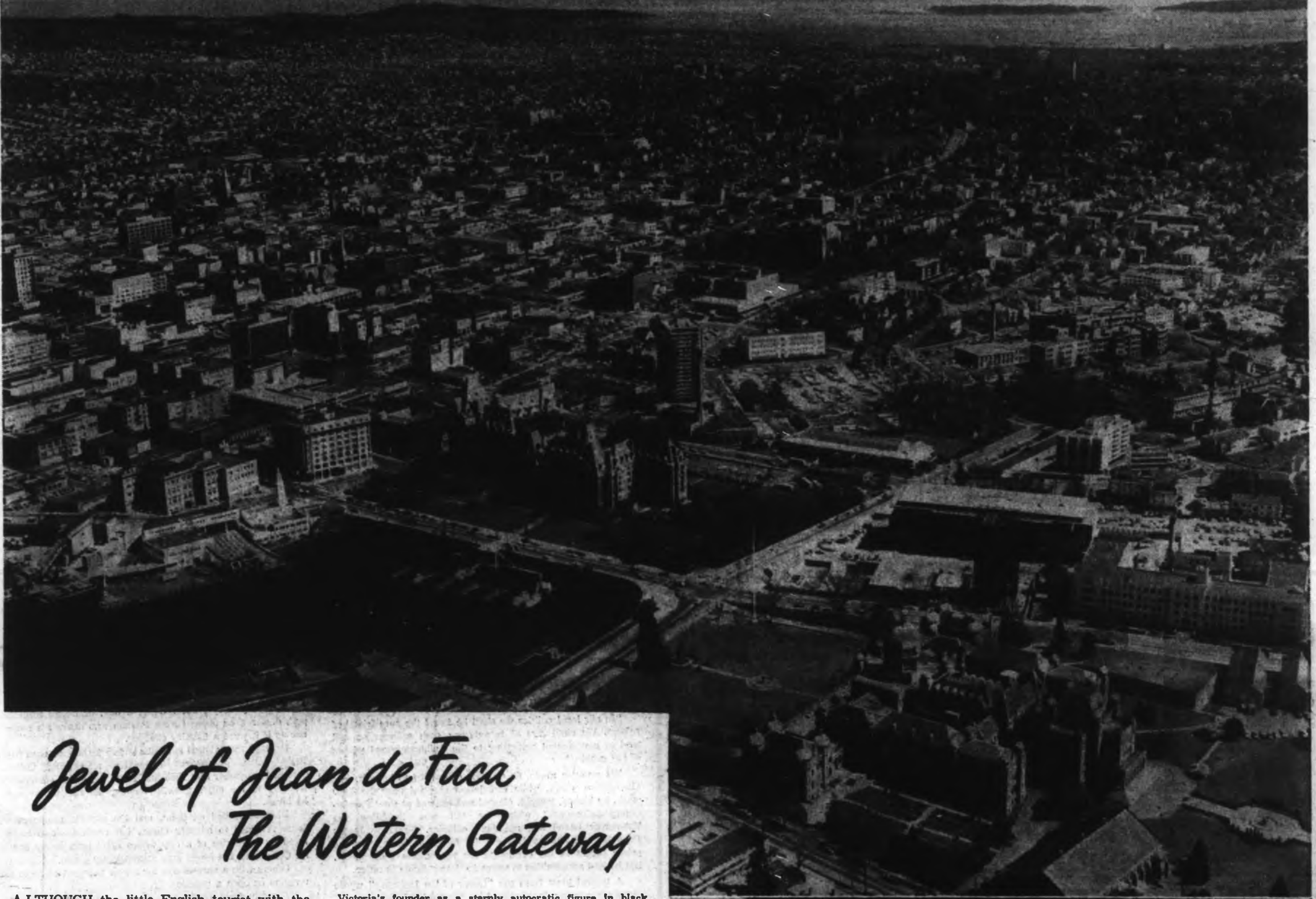
SEVENTY - FIVE YEARS OF LOOKING FORWARD

In this significant year, we mark our 75th year of merchandising in Western Canada . . . 75 years of looking forward, and providing the kind of service and satisfaction that have made Woodward's the leading family shopping centres in the West. It all started in 1892 . . . when Charles Woodward founded his first store in Vancouver, and formulated the following code of ideals: to build a store that would be a credit to the Community; to maintain dependable quality and to present goods at the fairest possible prices. In 1967, these ideals are the heritage of Woodward's. As we celebrate Canada's Centennial, and our own 75th Anniversary, we look forward and pledge anew these time-honoured policies, that have stimulated our growth from a single store in 1892 . . . to thirteen stores and shopping centres in 1967!

The Daily Colonist.

VICTORIA, B.C., FRIDAY, JUNE 30, 1967—CENTENNIAL EDITION—Section C

The Capital on the Pacific



Jewel of Juan de Fuca The Western Gateway

ALTHOUGH the little English tourist with the big moustache was not to fulfil his destiny in Victoria, a certain enchantment lingered. Rudyard Kipling, poet and master story-teller, never failed to speak well of the city on Canada's western sun-deck, and even saw fit to name her as a key-link in the chain of empire.

"From East to West, the circling word has passed

"Till West is East beside our landlocked blue . . ."

For this excellent publicity, Mr. Kipling may be forgiven a trifle of poetic license.

With the Strait of Juan de Fuca a noble gateway to the Pacific Ocean, Victoria is emphatically not landlocked. The sea brought her first white settlers. In the 124 years of her existence, it has helped her develop from a traders' outpost to a cosmopolitan centre with a city, municipal and satellite population of 181,000 or thereabout.

Seaward, from near islands to snow-crowned American mountains across the water, the prospect remains much as it was when the bard of a now considerably diminished empire came among us on the last of his three visits in 1907.

But inland, the years have brought a fair measure of change. The improbably-named Old Charming Inn where Kipling put up, has been replaced by the high-rise apartment dwelling that bears his name.

The provincial government complex behind Legislative Buildings now grown wonderfully old-fashioned has expanded enormously.

North along our peninsula, a university has mushroomed into being, and the subdivisions have crowded far out beyond the rocky knob known to the settlers of an earlier era as Cedar Hill.

We call it Mount Douglas now; a grandiose title for a nubbin only a few hundred feet above sea-level. But the man whose name it bears—the Scottish trader who came in from the sea to build a fort and returned to govern the new colony of Vancouver Island—looms large in Victoria's history.

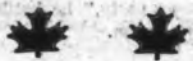
He lived to become governor of the mainland British Columbia as well; to sign his city's Bill of Incorporation, and to see it become capital of the united colonies. In that same city he died, Sir James Douglas, six years after B.C. entered Confederation.

In the photographs that have come down to us, we see

Victoria's founder as a sternly autocratic figure in black stock and high starched collar, hair receding and the lines of age and authority etched upon his face.

And yet, if we in this centennial year let our thoughts drift back to Victoria's beginnings, another Douglas emerges.

Observe him in the summer of 1842, a man in his powerful prime. He has spent 23 of his 39 years in the fur trade, first briefly as a Nor'wester, then, when the two rival trading empires united, in Hudson's Bay Company service. As a trusted chief factor, his responsibilities are heavy; but he has the shoulders to carry them.



His present commission, passed on to him reluctantly by Dr. John McLoughlin, superintendent of the Columbia District, is to select a Pacific site for a new and important trading post. It must be accessible to the deep-sea whalers whose supply depot it may become. The area around it must furnish farm produce for the Alaska Russians from whom the company has leased an extensive coastal strip.

Even though Dr. McLoughlin's beloved Fort Vancouver on the Columbia is already under the American shadow, the old eagle is unhappy with Governor Sir George Simpson's insistence upon a northward retreat. He has no love for prospering Fort Langley near the mouth of the Fraser, and less for a remove into a farther wilderness.

Three years before, McLoughlin had inspected the harbor off which the schooner Cadboro now lies with his youngish assistant aboard, and dismissed it arbitrarily as an unsuitable site.

So James Douglas' mission is delicate as well as difficult; and no doubt he has his worries.

But he goes ashore with a handful of men, to explore and consider, and perhaps to be guided by the peaceable Songhees through sunny oak groves and open downlands.

Let him tell in his own words how the area impressed him:

"The place itself appears a perfect 'Eden' in the midst of the dreary wilderness of the Northwest coast, and so different in its general aspect, from the wooded, rugged regions around, that one might be pardoned for supposing it had dropped from the clouds into its present position."

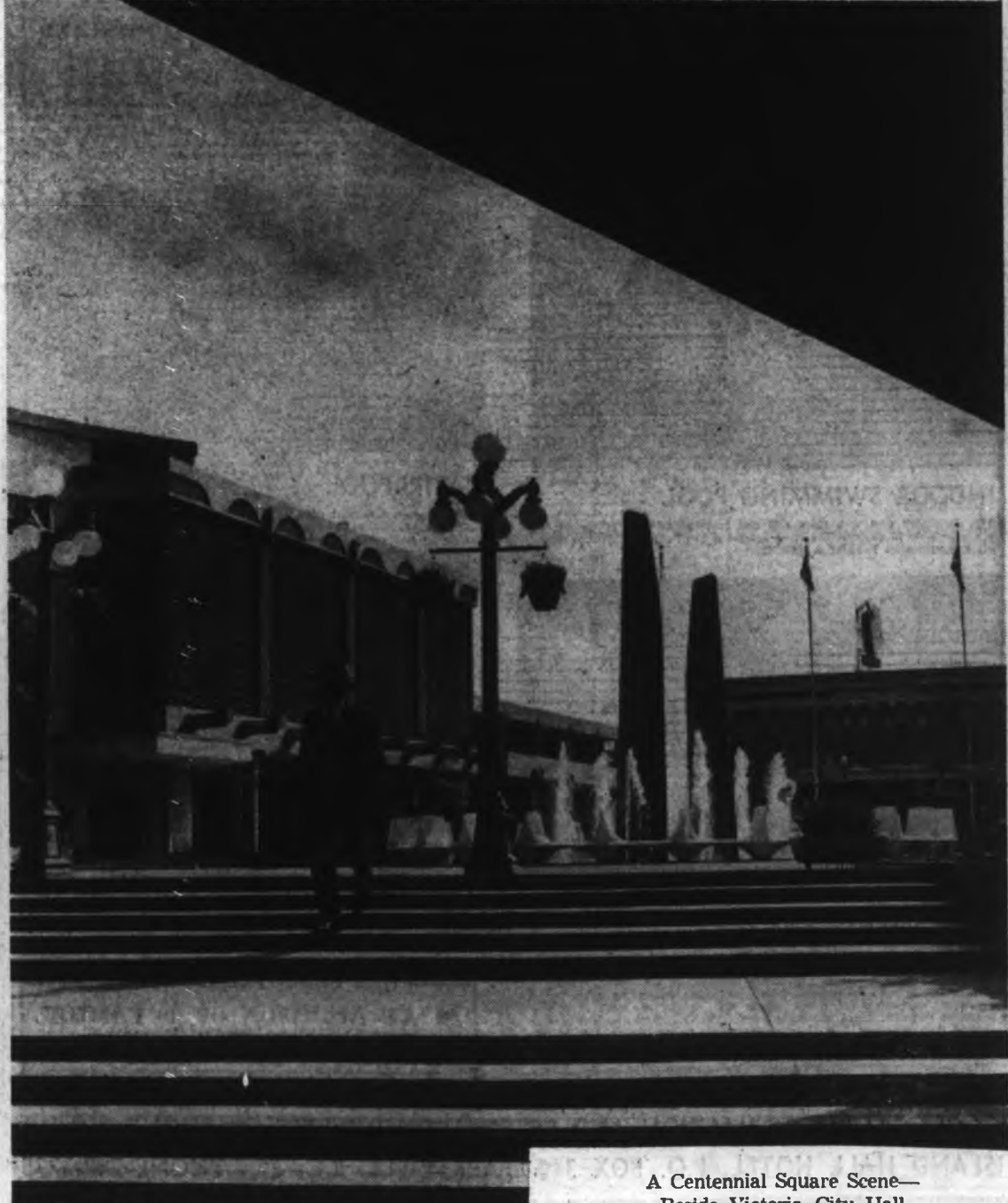
Thus our first promoter, in terms which have been echoed with less eloquence but equal sincerity through the years. Reserved and dour James Douglas may have been; but along with the shrewdly practical mind, he had an eye for beauty.

Next June he returned with men and materials in the Beaver—that fussy, useful little paddle-wheeler which Royal Canadian Navy craftsmen reproduced to mark the 1966 centenary of Vancouver Island's union with the mainland colony.

Continued on Page 2

Story by Arthur Mayse

Pictures by Bill Halkett



A Centennial Square Scene—
Beside Victoria City Hall

Gently, We Have Begun to Swing . . .

(Continued from Page 1)

We have no reason to suppose that the men who swung the axes looked upon themselves as the founders of anything more than another post, this one above an arm of the sea known to the Indians as "Camosack."

"Fort Victoria," the senior Lords of the Lakes and the Forests dubbed their latest tidewater endeavor, in honor of England's demure young queen.

The cannon in the bastion that dominated its 330-foot-long palisaded quadrangle were never fired in anger, though once their black-powder bellow did give uncivil tribesmen an almighty scare. Yet, even before the last of its buildings was completed, its importance was apparent. Here between American San Francisco and Russian Sitka, the fort gave firm notice of British tenure.

Douglas—chief factor, builder, governor—is even farther distant in time from present-day Victoria than Confederation itself. But when you travel the thoroughfare that bears his name, or drive past his "mountain," remember him. He was the first of the many visitors who have returned and remained.

The expanding city has reduced his post to nothing more than an echo heard in such other street-names as Bastion and Fort, and to an obscure plaque in an overgrown plot above the Inner Harbor.

But while Victoria stands, she is in James Douglas' debt.

It would be nice to suppose that, with a start made, all went well. This, however, is by no means the case. There was the tug-of-war between the Crown, which wished to see its new colony populated, and the governor (next after poor, bewildered Blanshard with his all-but-ignored commission) who remained a chief factor at heart, and wished no independent-minded outsiders on his preserves.

Still, something had begun here that would continue.

Children were born. Two of the great farms failed, but the third, well-managed Craigflower, prospered.

'Something had begun that would continue'

Chaplain R. J. Staines, our first cleric, acquired acreage. His wife, uppy Emma, fresh out from England, proved herself a capable school-ma'am. The Royal Navy kept a protective watch upon the new colony, to which the discovery of coal in its northern reaches had added a further value. With the outbreak of the Crimean War in 1854, the fine neighboring harbor which it had taken unto itself—and which landsman Douglas had bypassed—became the Pacific base for British warships, and so remained until our own Royal Canadian Navy took over.

Also, there were harbingers who came and went, leaving a magic word behind them.

In 1849, miners from half-deserted San Francisco, where goods were scarce and prices soaring, came to buy supplies and spread word of the California gold rush.

Others passed through on their way to a rumored gold strike in the Queen Charlotte Islands.

Then, in 1855, far off on the mainland, a chain of strikes grew link by glittering link. It began on the Columbia, reached north to the Thompson, and thence to that river's confluence with the Fraser.

In the spring of 1858, word of the rich new northern placers burst upon gold-conditioned California; and the sea

which had brought trader and colonist fetched men of a different stamp to our shores.

The first of the gold-seekers arrived on an April Sunday, 450 of them crowding a paddle-wheeler which had threshed her way up from San Francisco and around ship-killing Cape Flattery into the strait.

Their broad-brimmed hats were battered, their red-flannel shirts faded. They came ashore with a creaking of packstraps and a clatter of spades, pick-axes and big, shallow pans that would bake a bannock or wash creek sand for the colors it might contain.

Their weapons—rifles, new-fangled revolvers and Green River knives—brought uneasy glances from the colonists. But they were well-behaved and not disposed to tarry longer than need be. They sought temporary lodgings, supplies, and transport to a Fraser River which they knew only by name.

The fact that ships were lacking did not deter them. They set out across the Gulf of Georgia in any small craft that would float them and in some that did not, while the vessel that had ferried them to Vancouver Island scurried south for another pay-load.

'They set out across the Gulf of Georgia'

The miners poured in by their hundreds and thousands, followed by American merchants with their wares. Within the year, the quiet and rather sedate town outside the palisade was acquiring a jerry-built business section above its waterfront, and shack and tent suburbs on its expanding perimeters.

Its pagoda-like "Birdcages" now housed the first Legislative Assembly to be set up west of the Great Lakes. It had police, judiciary, a brick newspaper called The Victoria Gazette, and a population that grew with each incoming ship.

In 1862, a mere 20 years after the first cedar-log was split for the fort, Victoria boomed her way to cityhood.

Already, the outer bastion which stood at what is now the intersection of View and Government streets, had been torn down. In 1864, the fort was demolished entirely, and the land it had occupied given over to stores and warehouses.

By this move, Victoria wiped out what today would have been a tourist attraction of immense value. But our visitors in those pre-Confederation years of the city's early growth, had other matters on their minds.

Here, through the eyes of an 1865 tourist, is a glance at the young city:

"Out of the Sound," wrote Yankee traveller Samuel Bowles, "and straight across the Strait, 20 miles, we encounter the rocky shore of Vancouver's Island; searching along we meet a hidden hole in the wall, and steaming in, there opens out a little washbowl of a bay; and here is Victoria."

"It was a charming surprise—the prettiest located and best built town on the Pacific Coast, and next to Portland in size and business—a healthy co-partnership of American enterprise and enthusiasm and English solidity—and holdfastness."

By this time, in addition to these qualities, Victoria had acquired all the appurtenances, both worthy and dubious, of a boom-town kept bouncing by the Fraser and Cariboo gold-rushes.

Saloons? We had about 100 of them, with more building.

Their exteriors might be gimcrack; but inside were free-lunch counters, polished bars with their brass foot-rails, and behind the bars, such mirrors as the Adelphi's 30-footer.

Victoria had dance-halls and dance-hall girls, brothels and gambling dens, brawlers, murderers, and petty criminals in sufficient number to keep the small but efficient police force working at full stretch.

But it also housed solid burghers with accounts in the pillared Bank of British Columbia on Yates Street, sober folks who went to any of several churches, and drank water clear and bright from wagon-peddlers' hogheads.

Also, the red brick was creeping in, the Old Country girls who landed from the "bride-ships" had made respectable marriages, and a society established on English lines gave the city a sturdy backbone.

Long though they lingered, our eventual 200 saloons were to vanish, and the pendulum to swing far in the other direction.

We acquired a Temperance Society and a Debating Society. The British immigrants kept arriving, most of them by way of Cape Horn, with their goods and gear. Many a Victoria home today is graced by some handsomely-fashioned table, desk or cabinet that arrived in the hold of sailing ship or pioneer steamer.

These newcomers strengthened the English outlook and ways of the earlier Victoria. In time, the city was to take on a surface primness which would have won the approval of her namesake queen.

The result, even today, is an undeserved reputation for stodginess which persists in mainland attitudes and platitudes. Victoria, they insist, is a drowsy town where the elephants of Empire come to die, where the pavements are rolled up and taken in at night, and sin can be discovered only by hard digging.

'We are a busy city caught up in expansion'

Modern Victorians—a city and municipal population as varied in racial origin as the early gold miners—tend to fend off this nonsense with a shrug and a smile. If they happen to be in the tourist business, they may turn the "Bit of Old England" tag to their own uses.

We are a busy city, caught up in another surge of expansion, and even in Canada's Centennial year, we are not granted overmuch time for backward-looking.

Still, when we do, certain names and faces emerge strongly from Victoria's history.

Here, on the wet night of Dec. 11, 1858, sits a black-bearded, sententious fellow who came north with the miners. He has worked as a journalist in Nova Scotia and a roving photographer in the California gold fields. In the Wharf Street shanty he shares with a hand press taken over from a French-language sheet that folded, he broods, quill poised.

His given name is William Alexander Smith, but by vote of a California State Legislature sufficiently amused to oblige him, he is now Amor de Cosmos.

(You will find his name on a highways department sign by an obscure up-Island creek, and on his monument in Ross Bay Cemetery. But his city has yet to honor his memory with a park or square or even a street.)

Now de Cosmos dips his pen and sets down the first words of the first edition of his newspaper:

"We intend, with the help of a generous public, to make The British Colonist an independent paper, the organ of no clique or party—a true index of public opinion."

"In our local politics we shall be found the sure friend of reform. We shall aim at introducing such reforms as will tend to government according to the well-understood wishes of the people."

His promise made, de Cosmos proceeded to keep it. For almost four years, while circulation climbed past the 4,000 mark, he kicked, gouged, clawed and clawed at the "Family-Company-Compact" which he felt was throttling the Vancouver Island and mainland colonies. Governor James Douglas, still stubbornly the chief factor at heart, was the prime target in his campaign for responsible government. But he had ammunition to spare for lesser lights in office.

A typical blast from the "Lover of the Universe" whose views were increasingly shared by resentful colonists:

"Loyalty, honesty and competency—the tried strength of British officials—could have been had for the asking—are branded with the mark of illegitimacy, and offices of the colony filled with toadyism, consanguinity, and incompetency, compounded with white-washed Englishmen and renegade Yankees."

For almost five years, The British Colonist served up such incendiary views as a garnish to its news. Then its fighting editor turned the paper over to his employees, and plunged swinging into direct political combat.

His supporters elected him to the legislature, where as champion of the "town party," he battled the Compact and entertained a distant dream.

'Knowing the pressures he could not rest . . .'

Six years before the Eastern provinces moved toward Confederation, de Cosmos was driving home the need for a united Canada with tongue and pen.

His message and his name came to the sharp ear of John A. Macdonald, fighting his own battle for union in distant Upper Canada.

Macdonald engineered the limited Confederation of 1867. But, knowing full well the dangerous pressures which American "Manifest Destiny" was exerting upon a bob-tailed Dominion he could not rest content.

In 1871, his promise of a railway to the Pacific and de Cosmos' eloquent urgings tipped the balance. A hesitant British Columbia legislature voted us into Confederation as a province of a Dominion that now stretched from sea to sea.

Amor de Cosmos went on to become B.C.'s second premier—the first was J. F. McCreight, lawyer and scholar who gave the province its public school system—and concurrently a member of the federal House. When dual representation was abolished in 1873, de Cosmos quitted the "Bird Cages" for Ottawa's larger aviary.

Fiery, brilliant, eccentric, egotistical, this man who has been called British Columbia's first Canadian goes on, his zenith reached and passed, to be Victoria's member in Commons for 10 years.

Douglas, his stern antagonist, is long retired from public office. He tends his orchard on land which the blacktop of a provincial government parking lot now covers.

Amelia, the shy, loyal wife of his youth who wedded him first by the custom of the country and years later by church rites, lets him help her tend the chickens.

Ross Bay cemetery claims him; and there too, in 1897, the Lover of the Universe and Victoria in particular is laid away.

We have emerged from the age of the pioneers; Matthew Baillie Begbie whom awed Cariboo swashbucklers dubbed 'the hanging judge'; John Sebastian Helmcken, the politically minded doctor who was ready to ride out on call all nights except his wedding night; irascible James Stewart Yates;

William Fraser Tolmie, that other doctor whose son became premier, and whose own rocky hill looks north to Mount Douglas.

The battle over whether Victoria or New Westminster was to be capital of the new province has been fought and won; and a brisk wrangle it was.

'Oak Bay was settled in its gracious pattern'

When the union of colonies was first achieved, New Westminster held the honor; a piece of irrational favoritism that Victorians could not abide.

Dr. Helmcken, one of our city's representatives on the first legislative council sitting of 1867, disliked the mainland town. Islanders referred to it by such unflattering titles as 'a stream of liquid mud.'

Loyal salmonbellies retorted that Victoria was 'located on a frog pond.'

Not until the following spring, and then only after further smoky debates, did Victoria acquire capital status. Since then, except for this year's centennial opening in New Westminster, the Legislative Assembly's home has been here.

The promised transcontinental railway has struggled through to completion, although—sad blow to our hopes and pride—Victoria is not its Western terminus.

We are into the age of the premiers, and a new century is upon the land.

The city that began as a palisaded wooden fort has been changing—though in quieter fashion than present-day Victorians are now witnessing—through all her decades.

As she grew, her neighbor-municipalities also developed. Esquimalt, in years that now seem placid and far away, ended her association with the Royal Navy and turned her splendid harbor over to Canadian ships and crews in 1910.

Oak Bay was firmly settled in its gracious pattern and Saanich had begun a leisurely transition from semi-rural to suburban.

The odorous tideflats at the harbor's end were long ago filled in; the causeway that replaced the wooden bridge over James Bay became a spot much favored by visitors.

The little Beaver, wrecked and gone, took her place in coast history, but the CPR's Princess ships and queenly Empress liners added to Victoria's stature as a seaport—and close by the 'washbowl' Inner Harbor stood the Empress Hotel, known to travellers the world around.

It was in those formative years that the tourist became a factor in the city's life.

From the start Victoria has been a city beloved of tourists. Earlier visitors liked the English echo, the stores that offered fine furs, china and antiques. Walking in Beacon Hill Park, the 178 acres set aside by Douglas, they revelled in the view of sea and high Olympics.

'Our population is growing . . . about 5,000 people a year'

The Garry oaks that grow only on 'the land dropped from a cloud' shaded them—though shade in our mild climate is rarely needed—and the sunny broom planted first by Sir James on his strolls with Amelia delighted their hearts.

There, or around by Island Oak Bay, they might meet some tweedy couple out walking a dog, or dodge from the path of a retired Colonel from Poona who drove his motorcar as if it were a cavalry charger.

Perhaps they visited sawmills where turbaned men from India toiled, or paused to watch a smiling Chinese gardener—member of a race that came early and contributed worthily to the city's growth—tending the chrysanthemums he loved.

Victoria smiled on them, and the tourists reciprocated. Some returned to harsher climes but came back to retire, lured by memories of a city where holly trees berry bright for Christmas, but lawns sat miraculously green.

Others with a shrewd eye for a new prospect came to set up shop or open a practice.

The city grew. Not spectacularly, as it had when the red-shirt miners swarmed ashore. But it grew, and in a leisurely way, it kept on growing.

Much of that Victoria remains. But, though our girls and our gardens remain Canada's fairest, change in another great surge is altering the picture once more.

It began during the last war, when tourists-in-uniform by the thousand arrived among us and liked what they saw.

In the late 1940's, they began to drift back, many with their families. They settled in; others followed; the new wave of immigration from mainland Canada and lands beyond the seas kept rolling.

The word was out, the subdivisions began their amble out through Saanich. The vertical apartment dwellings began to climb.

Today we have much that is old, and a great deal that is new.

Shipyards that were turning out hulls a century and more ago give work to many hundred men. In one of them, the world's largest floating oil rig was completed this spring—an engineering triumph of which Victorians can be proud. On the eastern perimeter, a modern forest industries plant rolls out unfortunate smoke and welcome payroll dollars.

'She is not merely a city she is also a way of life'

We are not a heavily-industrialized town; but with government, navy and latterly the University of Victoria centred here, and with a yearly-growing tourist trade, the settlement by Camosack Inlet is making out not too badly.

Our population is growing at the rate of three and a half per cent, or about 5,000 people a year.

By 1981, area population is expected to reach 250,000. We now stand thirteenth in Canada's list of metropolitan areas, ranking after London, Ont.

Even so, to many in the off-Island world, we remain the quaint city where an endowed parrot sips his brandy, and the inhabitants halt their labors for four o'clock tea.

Perhaps we should fight harder against a label that no longer fits. It is difficult, though, to find the time.

During the week, most of us are pretty busy at our work. Then, on the weekend, there is much to occupy us. We are readying boats for a bout of fishing, or inspecting the budding roses, or preparing for an evening on a town which, gently, has begun to swing.

It could be that this city where some had the luck to be born and to which many have come from less-favored climes is still short of perfection.

We need much, and in due time, no doubt we'll achieve certain goals as yet unfulfilled.

Meanwhile, to those upon whom Victoria has placed her spell, she is not merely a city on a favored peninsula.

She is also a way of life.



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INDOOR SWIMMING POOL

The swimming pool with glass roof and large glass walls is heated to a comfortable 78 degrees, the room around it to 80 degrees. A wide deck all around makes lounging a delight.

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The modern Swirlpool with its 108 degrees salt water, expelling against the body from three specially designed jets makes one feel as if one were floating in the sea. The jets provide a turbulence that massages tired muscles, stimulates circulation and restores alertness to the body and mind.

SAUNA

In the same area is the Sauna providing a different type of health therapy. The Sauna has been a feature of Finnish life for a thousand years, and is now being copied throughout the world. It provides dry, hot air up to 180 degrees. Basking in this for ten or fifteen minutes, then a cool shower, and tired muscles and nerves are soothed and relaxed. A therapist of wide experience is in charge.

EXERCISE GEAR

An exercise room with bicycle, rowing machine and vibrator, complete the facilities in this recreation area. There are of course, dressing rooms, showers and lockers for men and women. In other areas are a party room and game rooms.

PATIOS AND PROMENADE

Patios and promenade on the edge of the sea make leisure a delight. A children's playground with swings, slides, whirlinground, etc., keep small fry amused. For adults there is shuffleboard, croquet, putting golf, checkers, etc. Indoor recreation includes table tennis, shuffleboard and billiards.

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Dec. 12, 1884

The Day the Bailiff Seized City Hall

By A. H. MURPHY

ONE day in 1884 a bailiff took over City Hall for non-payment of a debt. When the bailiff refused to let the mayor enter City Hall, His Worship called a policeman. The policeman stood guard over the bailiff—and so the two of them spent the night.

Citizens were indignant—not at the lawyers who sought their money but at the obstinate mayor. This was the stormiest period in a century of municipal history. J. W. Carey was the mayor.

A man of decided opinions, he refused to pay a bill of \$707.10 rendered for legal services by the firm of Drake & Jackson on the grounds that the debt was contracted by a previous administration. The lawyers obtained judgment against the city and still Mayor Carey and aldermen refused to acknowledge the bill.

On December 13, 1884, under the heading "In Limbo", a local newspaper informed its readers:

"Yesterday afternoon High Sheriff McMillan 'fished his sword' by entering City Hall and seizing the corporation books, monies, assessment roll and all loose cash in the hands of the city treasurer, Mr. Thomas Russell.

"Mr. Russell declining to surrender the keys or combination, the sheriff placed his seal upon the safe of the corporation."

The waterworks were also to consider themselves seized. Ex-policeman Redgrave having been sworn in as a bailiff, he was left in charge of City Hall.

Day after day the bailiff occupied the building. Then the furniture was seized, safes, street-making gear, horses and



MAYOR HUGH STEPHEN

all manner of office equipment were hauled away to the premises of Auctioneer Byrnes.

On Oct. 18 an advertisement announced that these civic assets—including the corporation seal—would be sold at auction on Dec. 19.

And still the mayor and council refused to pay.

When sale day arrived citizens gathered—not to bid themselves but to prevent others from doing so.

Really only one bid was made and that was when a wag called out: "Let's put His Worship up and see what he'll bring."

"I'll bid 10 cents," said one ratepayer just before someone grabbed him by the collar and hauled him off.

"Let no one make a bid," a leading citizen, John Spratt, called out. Other voices gave notice of what would happen if anyone did.

H. W. Higgins, a noted businessman and legislator, then offered to indemnify the sheriff. The offer was accepted, a cheque was drawn and a bond signed.

But, although the citizens had saved the property, the mayor would not have it back in City Hall and a new set of chairs, tables and general equipment was rented.

However, election time was approaching and R. P. Rihet agreed to run. He won easily and, Victoria's seal, safes, furniture, rock crusher, wagons and horses were returned to further duty in the capital city.

The task of creating a pattern out of a century of municipal history would have been a lot easier if officials, in a burst of zeal and because they were desperate for space, hadn't thrown out several tons of records in the late 1940s. Another factor was that what remained in the way of recorded history was piled in heaps on the third floor of the old section of the City Hall complex and, until recent months, allowed to gather dust and mildew.

An effort to rectify this situation and formulate some sort of a chronological record of the city's 105 municipal years is now being made by Alastair Helmcken, member of a pioneer family steeped in the Victoria tradition.

There is a good deal of obscurity in the years from 1862 until the early '80s.

Thomas Harris was the first mayor of the city and he ruled from 1862 until 1865 when Lumley Franklin and William J. Macdonald each took the reins for one-year terms.

Andrew McGavin, who occupied the chair from 1837 to 1944, was mayor for a longer consecutive period than anyone else and, next to him, came Percy E. George with a seven-year term, '45 to '51.

Percy B. Scurrah ('56 to '61) served six years and David Leeming ('32 to '37) five. Four-year terms were served by the first mayor, Thomas Harris, and by J. C. Pendray and, more recently, Richard B. Wilson.

James Trimble, J. H. Turner, John Grant, Charles E. Redfern, Charles Hayward, Alex Stewart, R. J. Porter and Claude L. Harrison all served for consecutive three-year periods.

Like that of most cities the financial history of Victoria has been a series of peaks and valleys.

As far back as 1886, when a borrowing bylaw for \$650,000 (a vast sum in those days) was defeated by the ratepayers, city officials were worried about the fiscal future.

However, the bylaw for sewer construction was passed and, in the late '80s and early 1900s, the city began to develop its sewerage network. They were hard financial years as the outmoded wooden drainage system was becoming dangerous from a health standpoint and had to be replaced as quickly as possible—quicker than the growing city could absorb the cost.

The early 1900s was a period of rapid growth for the city—sewers and sidewalks were being replaced and modernized and the waterworks system originating and, consequently, financial commitments were heavy.

The total budget for the city in 1906 was \$638,865. This rose to more than \$1,000,000 in the next year and steadily increased over the years to the 1967 total of more than \$15,000,000.

The year 1936 was another hard one for Victoria. In their annual reports, department heads complained that they were not getting enough money to keep the city's services up to standard.

It was decided that a general refunding program was the only answer to the crisis and, under the leadership of Mayor David Leeming, this was put into operation.

Another crisis was weathered after the Second World War when the city's finances were given a thorough overhauling. From that day Victoria has never had serious fiscal worries.

"I visited the D'Arcy Island leper station four times during the year. There are eight lepers, all Chinese, at present on the island. Two new cases were admitted and one death occurred during the year," wrote Dr. R. L. Fraser, medical Health Officer, in 1879. The death rate in the city for that year was 11.6 per one thousand of population.

With a miasma rising from the tidal flats, wooden surface drains, inadequate sewerage and dust clouds from unpaved streets, health was always a problem in the early days of Victoria.

In 1890 a sanitary commission urged that something be done to fill in the tidal lands "known as James Bay Flats."

There was little or no sewerage in the last years of the century and night-soil was still picked up and hauled away in wagons.

When the city did start to lay sewers it faced what was described as an "overwhelming problem" in getting easements and rights-of-way across property.

Owners in many cases were reluctant and often held the city up financially.

Meanwhile la grippe, diphtheria, typhoid fever, whooping cough and intestinal infections carried off residents every year.

Public health authorities complained that they had trouble getting doctors to report cases of infectious disease.

One physician reported that he had no cases "except one diphtheria and he comes to my office daily to have his throat burned with silver nitrate."

Dr. C. L. Milne, public health officer, issued a stern warning in the late years of the century.

"Don't drink the water from the tap in the cemetery. It is not fit," he said, adding that the city also hoped to get "more control over the business of exhuming dead bodies."

From a department of one or two constables and a chief, the police force built up to 18 constables, two sergeants and a detective under Chief Henry W. Sheppard in 1896.

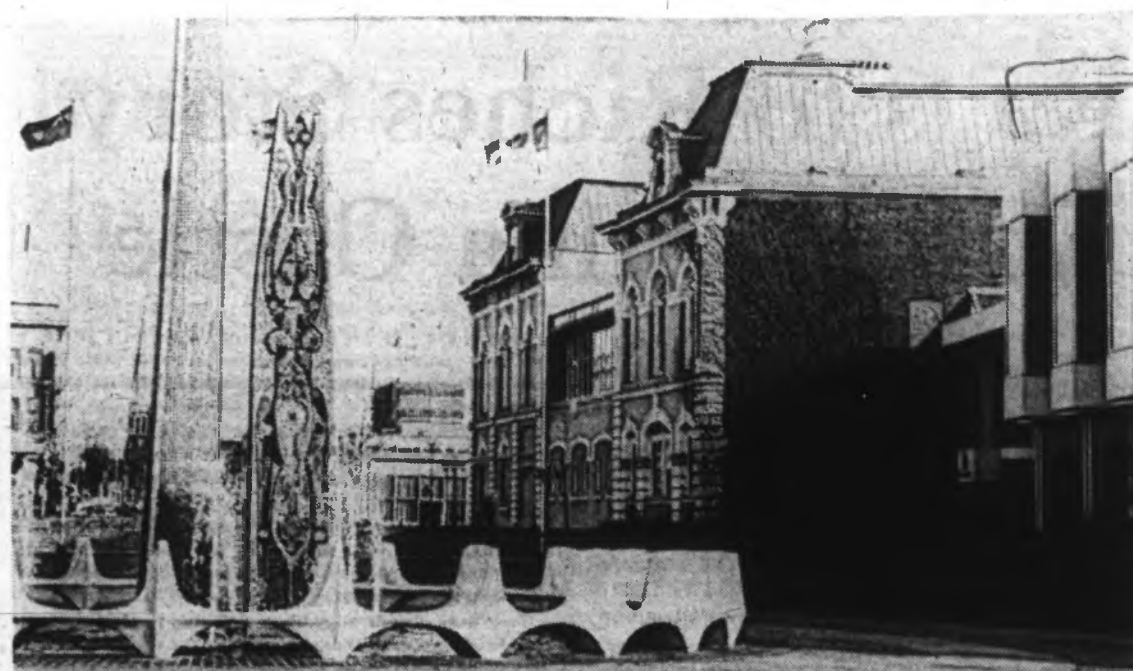
The chief had a problem and in his reports for several years he repeated his request.

What was needed, he said, was a boiler in the yard of the city lock-up in order to boil blankets which had vermin on them.

Perusal of the records over the years shows that there were problems with teen-agers then as now. George M. Perdue, inspector of detectives, summed it up in 1915:

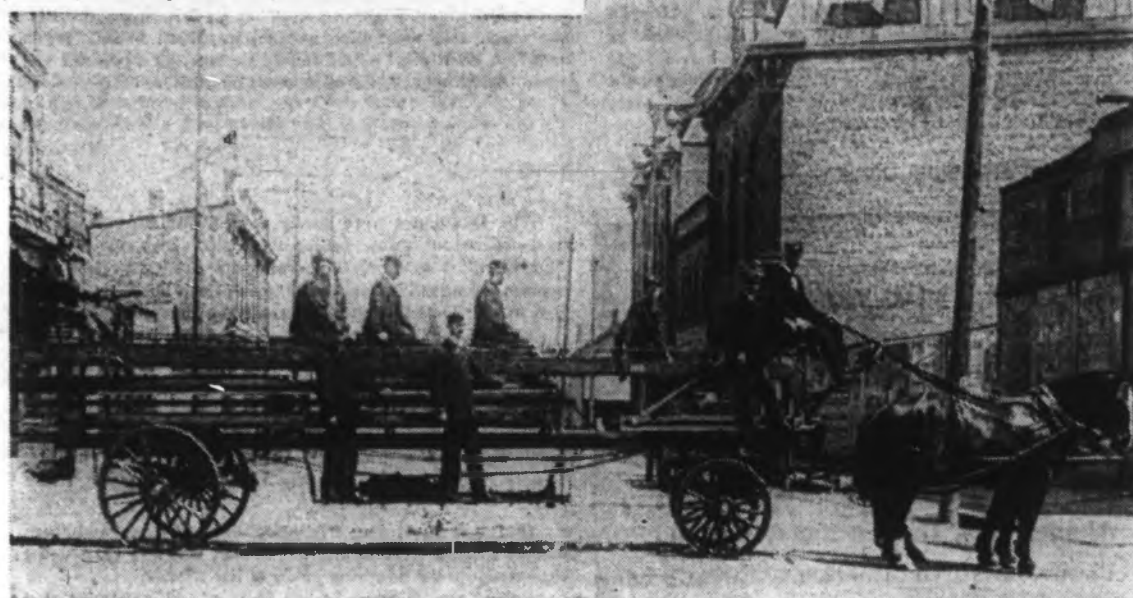
"The annual crop of young girls who are allowed to stay out at night was in evidence the past year and a number of cases called to the attention of our officers who, in most cases, took them home only to see them back around their old haunts, viz, auto and fruit stands. We do not get the support of parents that we should in many cases," the inspector said.

Victoria got its water from several springs in the early days. The first pipeline was laid to a small filter bed in 1874 and, in 1880, 16-inch mains were laid with a small pump attachment to supply higher levels in town.



TODAY'S view of remodelled City Hall, flanking Centennial Square; and YESTERDAY, about 1907, the same location, before Cornmut Street was blocked off at Douglas, where Victoria Fire Department ladder wagon crew posed with their handsome team.

Photos By Cecil Clark and From B.C. Archives



Five years later larger beds and a clear water reservoir were constructed and in 1900 the North Dairy pumping station was built.

Next step was the construction of a reservoir at Beaver Lake but, even then, a hook-up to Sooke Lake and a permanent, plentiful supply of water, was being discussed.

The Sooke Lake system was completed in 1915 and four years later it was serving a population of 53,000. Total cost of construction, up to that point was \$4,800,000.

The Greater Victoria Water District, now in the process of building a new, five-mile tunnel from the Sooke Lake watershed to Goldstream—a tunnel which will triple the area's water supply and is one of the greatest of its many valuable possessions.

Its assets are reckoned in millions and it contributes \$500,000 a year in timber revenue alone to its members aside from providing water rates as low as any in the province.

Parks have always been important to Victoria ever since the early '50s, before incorporation, when Sir James Douglas set aside 150 acres of land for use by the public.

Beacon Hill Park has had its champions all the way down the years and not the least of these was Dr. John Sebastian Helmcken who fought council after council to keep the land free from commercial encroachment.

Tracts outside the city's boundaries have been acquired gradually and it is only now, 100 years later, that they are starting to revert to the whole area under the jurisdiction of the regional district.

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Distinguished mayors in Victoria's history, left to right: R. B. Wilson, the late Andrew McGavin, David Leeming and first of the chief magistrates, Thomas Harris.

Rags to Riches Story Ended with a Castle

WHEN Robert Dunsmuir stepped ashore from the longboat at Fort Vancouver, soon after shipwreck on the bar in the mouth of the Columbia River, in 1851, one of the first to greet him was another young man of Scottish antecedents, Lieut. Ulysses Simpson Grant, of the United States Army.

Both were men of destiny; the soldier to become the 18th president of the United States; the eager immigrant to found a commercial empire and, in the process, to build a firm foundation for the economy of what was then Vancouver's Island.

Robert Dunsmuir was lucky, of course, as well as venturesome, shrewd and skilful in his business. He was lucky in having a strong-willed wife, Joan, who convinced him they should stay in this new land after his original contract as a coal prospector expired. And he was lucky that he favorably impressed a wealthy young aristocrat with his certainty that he could discover and could develop a vastly profitable coalfield.

It was Lieut. Wadham Neston Diggle, RN, an officer in HMS Grappler, based on Esquimalt, who put up the cash for their partnership and later induced some of his friends to gamble on Dunsmuir's prospects. For his original investment of \$10,000 young Diggle was subsequently rewarded when bought out of the business by Robert for a tidy \$600,000.

But all that was far in the future when Robert and Joan and their two little girls sailed in a high-spurred ship

for Fort Rupert, at the north end of Vancouver's Island, a wilderness country of forest and mountain half a world and a year of travel away from their native Scotland on a bitter December day in 1850.

Boyd Gilmour, Robert's uncle, had offered the opportunity for adventure and fortune when he took a contract with the Hudson's Bay Company to explore and develop coal deposits in its farthest outpost.

It was an undertaking which demanded great courage. But the Dunsmuirs were equal to it. They had been married only three years and were deeply in love, and the thought of separation was insupportable. The risks had to be accepted.

They were considerable. When their ship crashed aground in a gale in the Columbia mouth, that was not the first, nor the last. But they were made welcome at the one-time Hudson's Bay post at Fort Vancouver after their journey up the Columbia and stayed long enough for Joan to bear their son James, a fair-haired baby who delighted the Indians.

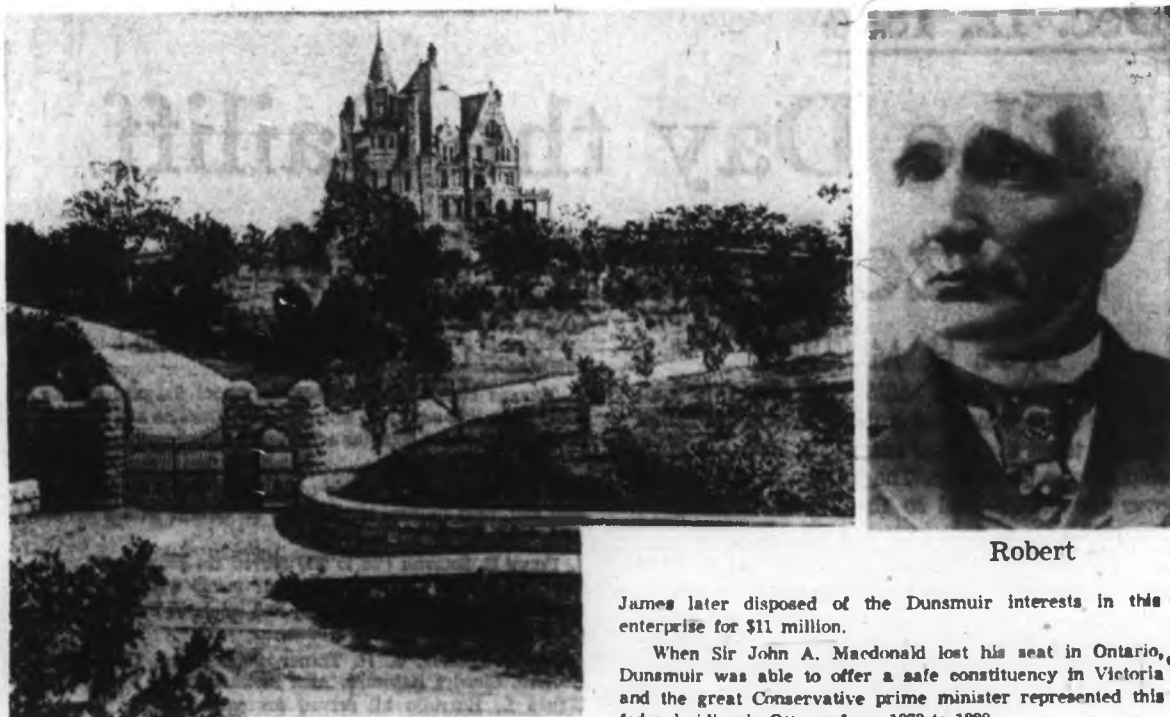
It was a year to the day that their voyaging ended at Fort Rupert on Dec. 10 and a swarm of Kwakiutls watched their landing with feigned indifference which only changed to laughing pleasure when the women saw the baby. They immediately sought to adopt him, and the chief offered "otter pelts piled to the height of a man" as an inducement, because the child, said the native women, was born to be "gegin mea". A great chief he did indeed become, as a premier and then lieutenant-governor of British Columbia.

The Dunsmuirs were barely settled, and Robert and his uncle were out on a prospecting trip, when the Indians "borrowed" the baby. Joan and the two little girls had gone to the fort ovens and left James asleep in his crib. When they came back to the cabin, the baby was gone.

A messenger reached Dunsmuir and Gilmour, who rushed back to the fort, and organized an armed search party. But they had not far to seek. Beside a fire beyond the fort's cedar-log palisades, where 3,000 or more Kwakiutls were encamped, a happy group of women passed from one to another's arms a wide-eyed infant. They were chanting some sort of litaney. This, they said, would be their future chief.

Dunsmuir was more frightened than enraged, and there was no thought of punishing the woman who had carried the baby away to the admiring circle of her friends.

Robert was 25 when he left Scotland, no great size of a man, but strong and lean, and the 19 months he and his uncle spent exploring around Fort Rupert toughened him. They sank five drill holes, and disappointingly recommended the area to be abandoned. Pacific Coast Collieries tried to



Robert

Craigdarroch Castle

develop the claims 55 years later but discovered the earlier evaluation was correct.

Meanwhile, the HBC sent Dunsmuir to Nanaimo. Gilmour's contract was for three years and he went back to Scotland; so the nephew had now to rely entirely on his own resources. It was Joan who persuaded him to stay on in a land she had grown to love. Moreover, she was the sort of woman to appreciate that if the challenge was great the rewards would be commensurate.

When the Vancouver Island Coal Company was formed in London in 1862, Dunsmuir was made its first manager. He was succeeded the following year by John Brydon, later to become his son-in-law, and went back into field work, exploring the Harewood property near Nanaimo and eventually advising against its development. At a later date Capt. Horace Lascelles, RN, and his associates invested heavily in the Harewood field, building a railway to handle production, and lost a fortune.

So grew a legend in Nanaimo. Nobody ever made a profit out of any working rejected by Dunsmuir. It was a fact.

It was not until 1869 that Robert at last discovered the high grade seam he had always suspected was near at hand. It was at Wellington, just three miles from Sidewater at Departure Bay, that he drove the first several drifts, using his own small capital. It was now that Lieut. Diggle joined him, and several of his friends. But Dunsmuir, always the shrewd man of business, retained a clear head interest and full control of management. One by one he bought out his partners, and eventually installed his son James as operations chief.

Dunsmuir was a man of paradoxes. He was reviled by labor organizers, and when they tried to organize his miners he simply closed the mines and fired the rebels. He would let them starve rather than work in his pits as long as they insisted on unionizing. Yet he was generous. If his men were loyal and worked their best for him he sent big hampers at Christmas, patting them on the back with a word of encouragement and praise on occasion.

The mines prospered enormously, and the hard-working Dunsmuir felt able to relax a little. Periodically he liked to "take a little trip here, a little trip there for a day or two" with convivial friends and adequate supplies of whiskey. But Joan could read the signs. And her granddaughter, Mrs. John Hope, in 1955 told the B.C. Historical Society how on one occasion she had deliberately spilled boiling water on his foot to keep him home and away from his cronies. A ruthlessly determined woman, the lass from Ayrshire.

After he was elected to the B.C. legislature in 1882, Dunsmuir made an increasingly greater impact on events. The Marquis of Lorne, then governor-general of Canada, paid a visit to the West in that year and induced Dunsmuir to undertake the building of the Esquimalt and Nanaimo Railway. In return he was granted two million acres of timber lands and the mineral rights as well. With such a rich potential, he was able to interest San Francisco financiers in the new railway, men like Leland Stanford, Mark Hopkins and G. S. Huntington, magnates of their time. Once again he outmanoeuvred his associates, insisting on the right to appoint a majority of the directors in an otherwise equal partnership.

James later disposed of the Dunsmuir interests in this enterprise for \$11 million.

When Sir John A. Macdonald lost his seat in Ontario, Dunsmuir was able to offer a safe constituency in Victoria and the great Conservative prime minister represented this federal riding in Ottawa from 1878 to 1882.

Dunsmuir money was behind a score of enterprises in Victoria. He was a founder of the Albion Iron Works, forerunner of the Victoria Machinery Depot. He and his associates built the first gas works. In 1885 he headed the company which built the elaborate Victoria Theatre, and society adored him. He operated a fleet of ships. His mines and his railroad flourished.

His eight daughters "married well," and the two who wed sons of the nobility wore tiaras of rubies, emeralds and diamonds for the occasion, the gifts of their father. But he himself preferred the simple life. He never lived at his Craigdarroch Castle. He died in 1889, before it was finished.

It is a story told in the family that, in the early days of their marriage, Robert—like so many other love-inspired young men—had promised his Joan a castle. Apparently he never forgot it. Or, it might be, he was reminded.

In any event, there it stands today, a monument of a sort, and perhaps an expression of appreciation and devotion to a gallant woman.

He has sometimes been pictured as an uncouth and untutored man, and detractors have called him an ignorant coal miner. These derogatory suggestions are ridiculous. He was well educated by the standards of the times, at Kilmarnock Academy, and he followed a tradition of his family when he entered the coal mining industry. In this he was trained with all the Scottish thoroughness of that demanding school, and if he was not an engineer he was the next thing to it, skilled in every aspect of coal production as well as in exploration.

If he was the robber baron he has been painted in later years, no one dared suggest it in his day—except the equally remorseless people who fought to organize labor against him.

On his death the Colonist was lyrical: "The good that he did will live long and his name will be gratefully and pleasantly remembered by the hundreds whom he has benefited."



Mrs. Dunsmuir was promised a castle when she married in Scotland. It was a dream which came true later at Victoria.

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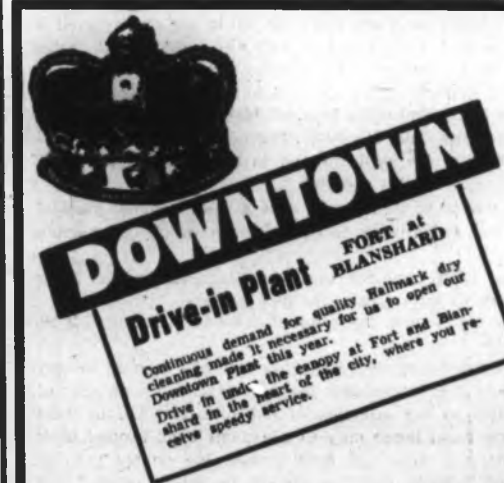
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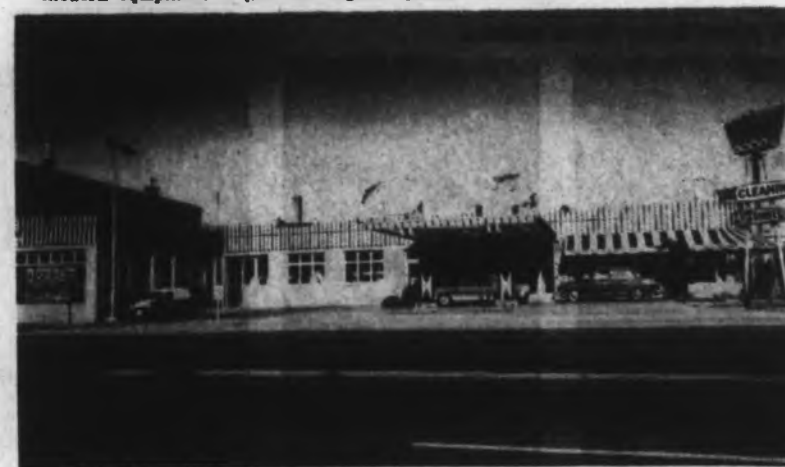
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'Where on Earth Is Vancouver Island?'

ON a blustery March day in 1850, a dapper young man with bushy black hair and sharp blue eyes stepped briskly ashore from the sailing vessel Norman Morison, soon after it had anchored in the little harbor of Esquimalt.

He was glad to step ashore, for the five-month voyage from England around Cape Horn had been tedious, confining and irksome to his active spirit.

In the small black bag he carried were surgical instruments; in the trunk which followed him ashore was a diploma from the Royal College of Surgeons in London; in his pocket, crinkled an official document appointing him clerk and colonial surgeon to the Company of Adventurers of the Hudson's Bay, generally referred to as The Company.

Medicine had come to Vancouver Island in the person of Dr. John Sebastian Helmcken, son of a poor German immigrant who had settled in London after the Napoleonic wars.

The young doctor looked about him with quick observant eyes in which there might have been a touch of anxiety, for Esquimalt, though beautiful, looked no more than a savage wilderness, thousands of miles from the ancient city in which he had grown to manhood.

But the new land called to his adventurous spirit. Long years of apprenticeship and study at Guy's Hospital in London had given him a yen for experience in strange far-off places.

On graduating from the hospital in 1847, he received an appointment to the Hudson's Bay Company's ship Prince Rupert and spent a year in the Arctic regions of York Factory, Hudson Bay.

When, two years later, he was offered another post with the company at its new settlement on Vancouver's Island, he asked:

"Where on earth is Vancouver Island? If it's in Hudson Bay, I don't want to go."

"Oh no," said the company's agent, "it's in the Pacific, and from all accounts it has a climate much like England's."

Dr. Helmcken accepted, much against the wishes of his austere conventional mother, who wished for him a nice, respectable practice at home. He sailed from London in the company's ship Norman Morison in October, 1849—and never returned.

Although much of the voyage was tedious, it was not without peril. Three months out of London, smallpox broke out among the 120 emigrants on board and young Dr. Helmcken fought it with all the skill and energy he could command.

In his memoirs, written half a century later, he records that "only 20 developed the dread disease and only one died."

He added that "nothing exciting happened between Cape Horn and Cape Flattery and I amused myself by making bird cages out of strips of bamboo and other trifles."

Soon after the ship reached Esquimalt, Dr. Helmcken went to Fort Victoria to meet Chief Factor James Douglas, "a grave man with an air of great dignity, muscular and broadshouldered," who later became Governor of Vancouver Island.

Through the half-open door of the factor's office, Dr. Helmcken had his first glimpse of Cecilia Douglas, the eldest of five daughters, who worked for her father's secretary.

She was "flitting about, active as a little squirrel and one of the prettiest objects I had ever seen." Of his wife-to-be, the doctor also wrote that she was "petite and nice, with a graceful figure, dark complexion and lovely black eyes."

He described the fort as a quadrangle, about 100 yards long and wide, with bastions at two corners containing cannon. The buildings were for the storage of goods, an Indian trading shop and a large shop for general trade.

"The district of Victoria at this time was like a large park, with patches of forest and open glades."

In the subsequent development of the colony, Dr. Helmcken played a prominent part. He was general practitioner, magistrate, coroner, health officer, legislator and Speaker in the Vancouver Island House of Assembly from 1856 to 1866.

As a pioneer doctor in the early days, his life was arduous. At all hours of the day and night he rode horseback to the bedside of patients scattered over miles of wilderness. And he performed operations without anaesthetics.

Less than a month after his arrival at Fort Victoria, he was made magistrate and sent to an encampment of 3,000 Indians at Fort Rupert to demand the surrender of two murderers.

Dr. Helmcken travelled to Fort Rupert with six friendly Indians, but his mission was at first unsuccessful. The chief, backed by 400 hostile Indians, refused his request. The following year, after a British warship shelled the territory, he gave up the bodies of the wanted men.

Back in Victoria, Dr. Helmcken resumed his courtship of Cecilia Douglas and, on a bitter winter's day in 1852, they were married with full military honors. It snowed all day and transport was difficult, but the sleigh bells tinkled merrily and guns roared out from the bastion.

Dr. Helmcken took his dark-eyed bride to the trim white house he had built for her at the corner of Elliott and Douglas streets, close by her father's residence, and in due time they had seven children.

Now a museum, the house still stands as the second oldest residence in Victoria.

John Helmcken Medical Pioneer

By NORMAN CRIBBENS

It was the first dispensary in the colony and from its scanty store of drugs Dr. Helmcken compounded remedies which he sent by canoe and pack train to other forts of the Hudson's Bay Company, scattered throughout the vast area then known as New Caledonia.

His political career kept pace with his medical practice.



The old doctor was a beloved and familiar figure on his weary horse.

HOME DISCIPLINE HARD IN LONDON

Dr. John Sebastian Helmcken's home life in London was poor but happy and well-disciplined. His father, like many German immigrants in the 1830s, worked for Bowman's, the sugar refiners. Later he became a victualler and operated the White Swan tavern.

Of his mother, Dr. Helmcken wrote: "She was a woman of the olden time and not an uncommon one who lived only for her children—all self-denial."

Yet her discipline was hard. The household equipment included a leather strap, about a foot long, an inch broad, pliable and, when applied, "very tingly".

Also a flexible cane which when used "whistled like a mosquito".

Between 1855 and 1871, Dr. Helmcken served in the legislatures of both Vancouver Island and the United Colonies of British Columbia.

When the Island's Legislative Assembly moved from its first meeting place in Bachelors' Hall in the fort to the new buildings on Bird Cage Walk (burned down in 1957), he was chosen Speaker and held this office for 10 years.

He reached the peak of his public life in 1871 when he was one of three delegates sent to Ottawa to discuss the terms under which British Columbia would enter Confederation.

Part of the terms was that a railway should be built from Atlantic to Pacific and it was largely through his efforts that the Canadian Pacific Railway was accomplished.

In 1888 Dr. Helmcken added another leaf to his laurels when he was elected president of the first British Columbia Medical Association and his son, Dr. James Douglas Helmcken, was appointed secretary-treasurer.

For some years he was the jail doctor for Victoria and he became friendly with many of the old lags. Those he favored, however, were not usually of the criminal class, but the weaker spirits who went wrong because of a partiality to liquor.

Often when they came to him broke, between sessions in prison, he would help them out. And his sympathy was shown in another way.

He protested the chain gangs in which prisoners were forced to work on different city projects with irons on their legs. Dr. Helmcken objected that this was "injurious to health and impeded free movement" and the practice was discontinued.

His memoirs and the impressions of those who knew him suggest he was a man of simplicity and moderation. He insisted on a substantial breakfast to build up bodily energy during the day, but at luncheon a sandwich and a cup of tea satisfied him. He enjoyed a good evening meal and usually had bread and butter with his tea before retiring to bed.

He drank little but always kept whisky and soda on hand for patients and friends. Yet he smoked a "prodigious" amount of tobacco and friends say the pipe was seldom out of his mouth when he wasn't attending patients.

Famed Victoria author and artist Emily Carr wrote of him:

"He attended to all our ailments, our father's gout, our stomach aches and even told us what to do when the cat had fits."

One stormy night he came to Miss Carr's home without his horse, explaining: "Julia is in her stable. What was the good of both of us getting wet?"

After Dr. Helmcken's death on Sept. 1, 1920, at the age of 95, his ashes were laid in the tomb of his wife in the old Hudson's Bay cemetery, now known as Pioneer Square.

In the 117 years which have passed since he first set foot in Esquimalt Harbor, medicine has developed far beyond his wildest dreams, with far-flung services, highly-organized hospitals and sanitariums, state hospital insurance, contributory medical plans and great advances in scientific knowledge.

But the inspiration of pioneers like Dr. Helmcken shines through it all.



The young Doctor J. S. Helmcken

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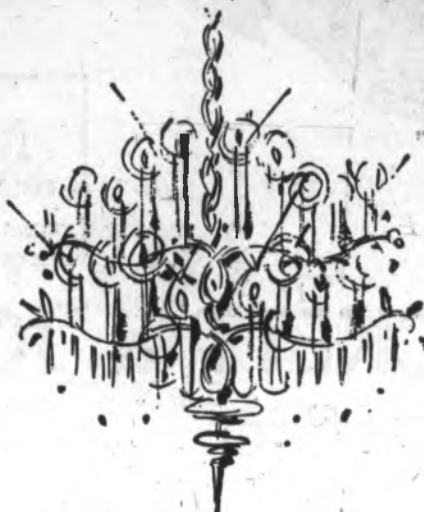
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Island 'Crime of Century'

Camera Solved Murders

By CECIL CLARK

It was a hazy, mid-September afternoon 43 years ago when Chris Waters, lightkeeper on Stuart Island, on the United States side of Haro Strait, surveyed through binoculars a work-worn 75-foot packer, and so lifted the edge of a curtain which hid a brutal crime. It was a crime typical of an era in the first century of Confederation. And it was one of the rare occasions when men were hanged without the finding of their victims.

Because of its drama, skilled police work and violent associations it can probably be classed "the crime of the century" in these parts.

The packer drifted without any sign of life. If she had engine trouble it was serious, for Waters watched her drift up the fairway with the flood tide, and back again with the ebb.

Waters put out in his skiff and discovered she was the Beryl G of Vancouver, B.C. There was no response to his hail. So he boarded her, noticed the open hatch, the empty hold and some ominous dark stains on the deck. And when he poked his head into the wheelhouse he discovered a blood-smeared shambles.

Waters laboriously towed the mystery vessel nearer shore, dropped the anchor, then telephoned the B.C. Provincial Police at Sidney. Later that day a police boat towed Beryl G away, to Victoria's inner harbor.

There, after a busy few hours, the Criminal Investigation Branch had these facts:

The craft was owned and operated by William J. Gillis, formerly of Vancouver, usually accompanied by his 17-year-old son, Bill. The family said he was freighting camp supplies



This picture hanged two men

B.C. Provincial Police Photos

to Vancouver Island's west coast, but the Provincial Police thought differently.

A camera found in the vessel's wheelhouse provided the first invaluable lead. In it was a partially exposed film, prints from which showed a speedy run-runner taking off from the Beryl G's side. What's more, it was possible to identify the boat as one of a fleet of seven belonging to a character named Pete Marinoff, of Tacoma, Wash.

To escape charges of hi-jacking, just a less ugly word for piracy, and maybe murder, a man is likely to admit to lesser crimes. So it was with Marinoff.

He told the investigators Gillis had been hauling liquor from an off-shore freighter called the Comet, and making rendezvous with Marinoff's boats on the east side of Sidney Island, close by Sidney, B.C. The boat in the picture he admitted was his, the M-493, manned by Herb Hodge, her skipper, and engineman Elmer Anderson.

They, in turn, told of how, a couple of days before the Beryl G was found adrift, they had bought 110 cases of liquor from Gillis, paying him \$3,080.



That left Gillis with 240 cases in his hold, according to Hodge, but when he and Anderson returned for another load a day or so later, the cove was empty. The Beryl G was gone. They cruised around for a time in the hope Gillis would return, then headed for Tacoma to report.

To the police, the empty hold and signs of violence pointed an obvious conclusion. Hi-jacking and, in all probability, murder.

It was big, bluff Inspector Forbes Cruickshank, a rugged Scotsman, who took up the plainclothes routine which led to the Seattle waterfront. For nine weeks he plodded a network of whisky-tainted pathways that led to boathouses, wharf warehouses and prison cells. Probing and questioning, he was ever alert for the quickened pulse, the trembling hand or the contradictory phrase.

Finally, he found something. It was between 3 and 4 a.m. that he sat down on young Clarence Chetwood's bed in a cheap, waterfront rooming-house; and Clarence badly wanted to get rid of the inspector. In desperation, he blurted the name of Al Clausen, owner of a

boat called the Dolphin. And the Dolphin, weeks before, had taken a couple of strangers into Canadian waters looking for a cache of liquor.

Clausen talked freely. His two passengers had known exactly what they were after, and guided by one of them, a mean-faced man named Baker, they had dragged up with a pike pole 100 cases of sacked liquor from the rocky shallows below low water on the east side of Moresby Island.

But the expedition was a fiasco. On the way back to Seattle, Clausen said, they were chased by an American Coastguard vessel and had to jettison their cargo. Moreover, it cost Clausen a \$100 fine for running without lights.

But Baker, in the course of the escapade, had inadvertently indicated the liquor they had found and lost again came from the Beryl G. And then he covered up by saying there had been a deal, a scheme to double-cross Marinoff. It was a pretended hi-jacking, and Gillis and his son were partners in the swindle. He had put them ashore on an island, Baker said, and taken half their cargo.

If Clausen believed this improbable tale, Inspector Cruickshank did not.

Within the hour after his meeting with Clausen, he was studying Seattle police "mug shots" of the tall and angular Owen Baker, a 39-year-old veteran in crime, and his sometime partner, Harry Sowash, 29, a crew-cut tough, quick with his fists and strong as a horse. These two had been prison mates at McNeill Island, where Baker was doing one-to-five years on a Mann Act conviction involving a young girl, and Sowash was paying a two-year penalty for hitting a sergeant while doing a hitch in the U.S. army.

Still working down the lead opened up by Clausen's story, Inspector Cruickshank dug up a character named Smokey Cramer who had been aboard the Dolphin months before with Baker, Sowash and a man named Morris when they had scouted the waters around Victoria where the Gillis father and son were operating with the Beryl G. They were hoping to discover unguarded liquor caches, and although they didn't find anything, they did discover where the Beryl G made her rendezvous with the Marinoff boats.



When Cramer went back to Seattle with the Dolphin, Baker, Sowash and Morris contacted a Victoria boatman, whose name I don't propose to mention here because he and his family ever since have tried to live down his involvement in a brutal affair. This witness, first of all, denied any knowledge of the fate of the Beryl G's crew, but stumbling into a contradiction, he finally broke down and told a story loaded with terror and drama, which is no idle phrase, for I faced him across the table and took it down verbatim.

According to his story — which he was to repeat as King's evidence later — he met Baker, Sowash and Morris by accident, so he thought, although it was probably by Baker's design. This smooth-spoken and convincing hoodlum outlined his plan to the group in a room in the New England hotel on Government Street; a plan to painlessly bluff Gillis and his boy into parting with most of their cargo. He would board their boat, Baker said, wearing a brass-buttoned jacket and a mariner's cap, with a phony customs badge, brandishing a powerful flashlight. He had done it before, he said, here and there in Puget Sound, and it always worked.

So it was the Victoria boatmen took them quietly alongside the darkened Beryl G as she lay hidden in the cove at Sidney Island.



Baker

Sowash

In the disguises both were wearing, Baker and Sowash leaped aboard. But the deception obviously had failed when Gillis appeared with a rifle. Baker, whipping out a pistol, shot him down, and when young Bill Gillis rushed on deck, alarmed by the shots, Sowash shattered his skull with a wooden billet.

"Cold-blooded murderers," Charlie Morris whispered in shocked reaction. But Baker was at the boat's rail, gun in hand, and in his eyes a curious, maniacal glare, so the frightened two recalled, when he ordered them aboard the Beryl G.

"Get tied up fore and aft," he ordered.

Sowash hauled in the Beryl G's anchor, and as the two craft, lashed side to side, moved out of the cove after case of liquor was transferred from the run-runner's hold.



Worst part of the night's work for unwilling accomplices was still to come, because no sooner were the boats out in the channel than Baker hand-cuffed the bodies of father and son together, lashed them to a kedge anchor and tumbled them into the sea.

In their fear and frenzy none thought to search the bodies. But in the elder Gillis' pocket presumably was over \$3,000 paid him by Hodge and Anderson.

Finally, the Beryl G was cast adrift, the liquor cashed on Moresby Island, and the boatman was directed to steer for Anacortes.

There was a chill warning for the Victorians before he was allowed to head for home. There would be swift vengeance should he ever speak of this night's doing.

When he did talk, it was with shuddering urgency, and with gulping sobs, his face in his hands.

For corroboration, the Provincial Police undertook dragging operations, but the bodies of Gillis and his boy were never found.

Morris was found and arrested in Seattle, and Baker and Sowash fled when they read the newspaper headlines. It was months before they were finally tracked down, Baker in New York and Sowash in New Orleans.

Sixteen months after the killing off Sidney Island, Charlie Morris started to serve his life sentence, and Baker and Sowash said their farewells to the world from a gallows platform at Oakalla.

"Step on it," Sowash admonished the hangman. They were his last words.

The Victoria boatman, having testified against his companions of the night of murder, escaped with a prison term and a nightmare to last his lifetime.

'Mounties' Owe Name To U.S. Objections

It was in deference to the United States that the "Mounties" escaped being named the North West Mounted Rifles, the name first proposed.

It all goes back to 1869-70 and the Red River Rebellion and subsequent trouble with American whisky peddlars. To protect settlers the Dominion government proposed a civil organization under semi-military discipline, in 1873.

The United States was alarmed at the thought of an armed force patrolling the international border so the name settled upon was North West Mounted Police. In 1904 the prefix "Royal" was added. In 1920 they were merged with the Dominion Police and re-named the Royal Canadian Mounted Police.

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Horror-Stricken, Helpless Victorians Watched CLALLAM DISASTER

By T. W. PATERSON

HUNDREDS of Victorians watched in mounting horror as the steamer Clallam labored in heavy seas off Trial Island and vanished into the darkness, helpless in a screaming southwest gale.

Fifty of their relatives and friends were aboard, returning from a New Year holiday in Port Townsend.

Of the 85 souls who sailed in her only 31 were to survive that dreadful night. It was one of many occasions in Victoria history when the sea proved itself untamed, unmerciful and unrelenting.

Six months before, at Clallam's launching in Seattle, the christening ceremony went awry. The champagne bottle not only failed to shatter on the ship's nose, but dropped to the skidway and followed the vessel into the sea.

Old sailors shook their heads. She wouldn't live a year, they said.

Then, when she was about to leave Port Townsend on her last, sad voyage, the crew's mascot, a big billygoat, refused to go aboard. Cursing seamen couldn't budge the animal off the dock, and he was left behind, bleating forlornly. This incident was recalled with awe after the tragedy.

When Clallam steamed out of Port Townsend into the fleet-laden gale, she was heading into the worst disaster of Victoria's maritime experience. It was January 8, 1904—a black Friday.

Incredibly, Capt. George Roberts and his officers were well aware of a serious fault in the ship's steering mechanism and a defective deadlight in a porthole forward which, in heavy weather, would roll below water.

By 3 p.m. Clallam was rolling and pitching violently, and the chief engineer, a big Irishman named Delauney, rushed to the pilothouse to tell the master: "One of the deadlights on the starboard side has broken under water."

This alarming message was recalled by Capt. Roberts at the subsequent inquiry.

"After we had been running for another hour and the water still continued to gain, so that it put out the (boiler room) fires, it was decided to put the lifeboats in the water. We were then about two and a half miles off Discovery Island lighthouse, and I thought that if there was any chance of the boats getting ashore it would be during the daytime when the shore could be seen."

For the past hour or more, Victorians had crowded the waterfront watching the drama just beyond Trial Island, and the Victoria agent for Puget Sound Navigation, the owners, E. E. Blackwood had been frantically trying to find a vessel to go to Clallam's assistance. She was obviously without power and yet there was still hope among the watchers on the shore, for she had fired no distress rockets. Nor did she make any signal of alarm even in her last extremity.

But Mr. Blackwood was not deceived. He knew Clallam was in terrible danger and, with night coming on, she would be difficult to find in such weather. He called every Victoria tugboat operator, but Albion, Sadie, Lorne, Mamie and Hope were away and not another could raise steam in less than five or six hours. The Canadian Pacific ships in harbor were in the same position. No crews and no steam.

The government-owned Maude was in Esquimalt and, when Mr. Blackwood reached her authority, she was within half an hour's steaming distance of Clallam. But, with her ballast removed, she could not face the weather.

Seattle tugs could not hope to reach the distressed ship in less than five or six hours.

But there was one more hope. There was a steamer, Troquois, at Sidney. Normally she was engaged on a Gulf Islands run, but it might be possible for her to intercept the Canadian Pacific's Charmer on her way from Vancouver to Victoria. Capt. A. A. Sears himself answered the urgent telephone call.

"Charmer passed here 15 minutes ago," he told the distraught Blackwood. "But I'll go out myself."

At 5 p.m. Troquois slipped her lines and steamed into the night. Capt. Sears did not know it, but his brother was aboard Clallam, and would be lost.

It was not until 7 p.m. that Port Townsend reported that the tugs Richard Holyoke and Sea Lion had put to sea in response to Blackwood's frantic messages to Seattle.

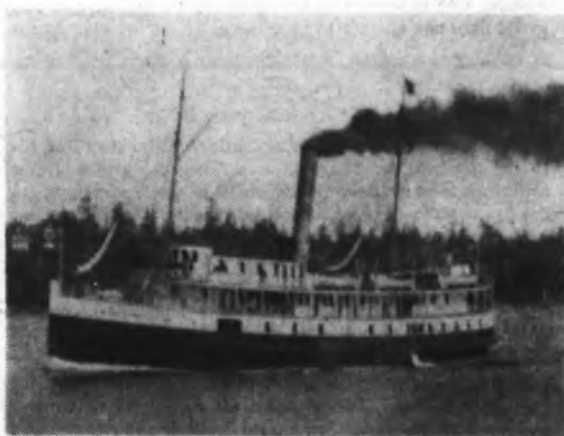
Meanwhile, Charmer had berthed in Victoria's Inner harbor and Blackwood hastened aboard. Had they seen anything of Clallam? They had not. Would they go out and search for her? They would not. The tugs from Port Townsend would find her and "no good could be done by Charmer."

It was already too late for assistance for the women and children aboard Clallam. Soon after the engine-room flooded and the ship lost steam, Capt. Roberts decided to try to put them ashore on Discovery Island. It was still light when the first lifeboat was launched, and Capt. Roberts told the marine inquiry:

"Capt. Lawrence, of Victoria, went away in the first boat with the women and children. She rounded the bow safely and I did not see the boat again, but I was told later that it capsized and all were drowned."

"The second boat got clear and was about 200 yards to windward . . . when a wave broke over it. It was still afloat, but we could not see if any survivors were still in it."

"The third boat was being lowered when the fall got fouled and the men in it were capsized. The other boats were



The cruel sea shattered little Clallam and 54 perished in the storm of 1904.

on the weather side and it was impossible to launch them. "Moreover, after the disaster that had overtaken the other boats it was considered better not to risk any more boats but to keep them for future emergencies."

The old American steamer Umatilla passed Clallam at this time on her way to Victoria but saw no distress signal.

Capt. Sears steamed as far as Cattle Point in Troquois—he must have been within a few hundred yards of Clallam—without sighting her. Then he turned back to Sidney. He assumed she had been taken in tow.

Nearly six hours after she was disabled, Clallam was spotted, wallowing heavily, but the tug Richard Holyoke, out of Port Townsend, took another hour to get a line aboard.

One of the passengers, John Davis of Nanaimo, told later how he had pleaded with Capt. Roberts to have the remainder of those aboard transferred to the tug.

"I am running this part of it," the captain replied, he said. "When I see we are in danger I will signal the tugboat to come back."

"You think we are all right?" Davis asked.

"Sure. We can get to Port Townsend all right. The ship is good for two hours. (In fact she was gone 20 minutes later)."

"Why don't you run the steamer ashore somewhere?" Davis pleaded.

"I am running this part of it," Capt. Roberts repeated. "They can take us where they like."

"You could have signalled the tug to come alongside and have given instructions," Davis demurred.

But the master was adamant. "I want to save the steamer," he said. He was a part-owner. "That's what I'm looking after now."

Davis, and others, charged Capt. Roberts had kept them aboard to help in the frenzied efforts of the bucket gang trying vainly to bail water over the side as fast as it was entering the sprung hull.

The strain of the Holyoke's towline was pulling Clallam apart, and the tug Sea Lion, now on the scene, perceived the danger which the Holyoke's master could not see and Clallam's master refused to admit.

Sea Lion surged ahead to warn Holyoke to cut the cable, then turned back to Clallam. It was as well she did. For with the parting of the towline, Clallam turned on her side, filling rapidly, while the men still on board scrambled over her railing to her wave-washed bottom.

Capt. Marter was in Sea Lion's wheelhouse and he nudged alongside the sinking hulk in what little lee he could find. Men jumped in the pitch darkness, and 31 of them reached the Sea Lion's deck. The tug raced for Seattle.

And now Victorians mounted a sorrowful vigil. Families and friends patrolled the waterfront for four days, and a cry

would go up whenever they found a body. This was a city of grief, with bare-headed men and weeping women watching the slow procession of hearses and hacks to Ross Bay cemetery.

At first Capt. Roberts was lauded as something of a hero, and then, when passengers had recovered and returned to Victoria, some damaging facts emerged.

Why, for instance, had not Capt. Roberts signalled the collier Mackinaw, close at hand when the engine-room was flooded and the ship lost power from her boilers? It was believed he was trying to save salvage costs.

The inquiry in Seattle disclosed the faulty deadlight, through which the sea first entered, had been repaired with thin boards.

A new rudder had been ordered, but it lay on a Seattle dock, Clallam's owners being reluctant to withdraw her from a profitable service until it was time for her first refit.

One of her lifeboats had been recovered, and seamen said it was in a sad state of neglect, unseaworthy and ill-equipped.

There were three points in Roberts' favor: No one denied his courage; engineer Delauney had reported the flooding could be checked, leading Roberts to think his ship would last several hours; Clallam's running lights had gone out with the rest of her electrical gear.

Victorians were less than satisfied, however. A letter to the press bluntly expressed the city's mood: "The master was incompetent, the vessel was unseaworthy . . . in my humble opinion, murder in the first degree."

The Dominion government issued a warrant for Roberts' arrest but he never returned to Canada and was never tried. Had he set foot in Victoria, it was freely predicted, "Judge Lynch" would have written the final chapter in the city's worst tragedy.

Victoria has been an important port from her beginnings. After the fur traders came the lumber carriers, whalers, sealers, fishermen, colliers, passenger liners. Death was not uncommon in that perilous age of sail and steam: death from sudden storms, on jagged shores, collision, exploding boilers, even Indian attacks.

In "Vancouver Island's West Coast," author George Nicholson lists over 200 wrecks on the Island's west coast alone. It is within living memory that this treacherous shore was feared world-wide as the "Graveyard of the Pacific," cursed as having claimed "a wreck for every mile."

How many ships—like the sealing schooners Fawn, Hattie, Triumph, Pioneer, Maybell, Walter Earle—vanished at sea with all hands is not known. In so many cases, only shreds of wreckage or a worn nameplate would be found on lonely beaches to tantalize those who wondered at the vessel's fate. The sturdy man-of-war HMS Condor and the lumber-laden barque Lord Raglan sailed into oblivion.

Hopefully, B.C. never again will suffer large-scale disasters like those that overtook the Princess Sophia, Pacific, Valencia.

Sophisticated navigational aids, radio, radar and an efficient buoy and light system have lessened the dangers considerably, although they still await the unwary.

The most recent victim of note was the rusty Greek tramp, Glafkos. Unlike less fortunate sisters, Glafkos did not leave her bones on a reef. But she will never sail again.

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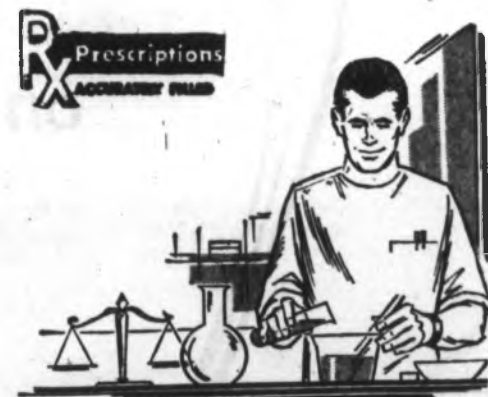
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Sam Sing Shot Sprightly Spirits Grant Drew Bead on Buffalo



By PETER LOUDON

YOU can believe this story or not—but there's a laughing ghost who haunts the dusty corners of the British Columbia archives. He skitters in and out between the stacks of aging records and pictures of bearded, scowling pioneers.

I can't say I ever actually saw him. But I've felt his presence when on occasion I've been alone in there sifting dull tomes for tedious lists of dreary forgotten facts.

"You frown," he seemed to say (and yet I can't say I actually heard him). "You're bored. You plod through history set down by dried-up, withered scholars. They were so anxious to get every date right and to dot every 'i' that they covered with cobwebs all the color and excitement and humor of our past."

And chuckling all the while, he led me to a shelf I never had found before. It was labelled "Comics, Fatheads, Rogues, Drunks. Bad-tempered Rascals and Eccentrics—Some of Our Finest Citizens."

Captain Walter Colquhoun Grant's story was on that shelf. I recalled that he was the first settler on Vancouver Island independent of the Hudson's Bay Company, that he is thought to have introduced cricket.

But suddenly I had a new picture of Grant who arrived here in 1849 when Victoria still was a fort. He was a stuffy, proper ex-officer of the Scots Greys then, anxious to be a country squire.

And while the spirit laughed I read that Grant, on his arrival at the fort after a journey on horse from Clover Point, told his companions he had been surrounded by buffalo, one of which menaced him — and he had to shoot it. And then an indignant herdsman stormed into the room to announce that this immigrant Don Quixote had just shot the best milk cow in the new colony.

"Why, Grant was famous, but he also was a bumbler, even as you and I," I gasped. And I asked the spirit to show me more.

John Butts, he said, was one of our most interesting pioneers, but history largely ignored him. He was a wheedler,

a conniver, and a "summer" but in the 1860s everyone in Victoria knew him.

He billed himself as town crier and in raggedy clothes and clanging a hand bell he wandered the streets crying out notices of public interest. Government messages always ended with God Save The Queen. But he shouted forth, "God Save John Butts," and so he lost the government account.

His livelihood was precarious but he rounded it out by petty theft, scavenging and selling "tangleleg" whiskey and he spent a great deal of time in jail. Sometimes they had to throw John Butts out of jail. The papers called him a scamp, a blot, a moral leper and a curse and when he planned to visit San Francisco the press there warned the citizenry "Secure your mutton." Finally they loaded John Butts on a ship bound for China and he never was heard from again, which was sad because he made people laugh.

Few histories of our missionaries have this result. But the mirthful spirit found me a passage concerning an address by Rev. Dr. Ebenezer Robson, who was sent here by the Methodists in 1859. He told how he lodged in a home where also dwelt a government treasury employee who held a key to the department safe. One night a thief came after it.

By mistake the burglar wandered into a room occupied by a lady and feeling around in the dark, his fingers closed on the lady's nose. The ensuing row woke up the house. The elder Mr. Bedwell rushed out of his room and grappled with him. The desperado fired a shot and this aroused Rev. Robson who groped his way out of his room and wandered into the battle.

John Bedwell was next to arrive on the scene and caught the burglar by the hair . . . and then Jim Dougherty and John Cooper arrived . . . the fighters fell into Mr. Bedwell's bedroom and there at last a light was obtained. Soon there were seven ladies all in night attire, standing on the bed screaming. John Cooper had on a broadcloth coat and nothing else while Dougherty had donned his trousers and wrapped a blanket around himself. The burglar was on his hands and knees and John Bedwell still had his hands entwined in the man's hair.

Recalled the missionary, "But the elder Bedwell was choking the life out of his son John and I was monarch of all I surveyed, seated on the burglar's back with the captured revolver . . . and then I became aware of my own condition. I had plunged into the fray clad in my night attire and I suddenly realized that with the exception of the neck and sleeves, it was missing."

My spirit then showed me the tale of Sam Sing, a Chinese cook who made his mark when he left Victoria to go to the Cariboo.

Sam drank too much and when he was drunk he would see devils. He went to the mining recorder and asked for a licence to shoot them. The official knew no rule against it so he issued Sam his permit. The next time Sam got drunk, he shot up the town.

That was bad enough. But soon after, Sam died. His friends put him in his coffin wrapped in a sheet. Then, at the wake Sam sat up. He lived three days on the banquet his terrified friends left in their tracks.

My friend, the laughing ghost, told me the Tom Sawyer-ish yarn of schoolboy Edgar Fawcett whose prank almost caused an Indian uprising at Victoria.

He and his friends would swim in the harbor, in the buff. Sometimes they'd borrow a boat and row to the harbor islands. One of them was an Indian burial ground and they would dare one another to visit there.

One summer day they did and after a swim they lit a fire to dry themselves. There they sat peering at the Indian coffins some of which were suspended in trees, some protruding from shallow graves, others piled helter skelter atop one another. Somehow they got the idea of setting fire to them because the Songhees Indians would see it "and be after us," wrote Fawcett years later.

What a blaze it made. There were hundreds of coffins. The boys fled in their boat to shore.

The *British Colonist* of July 2, 1867 read: "The torch of some sacrilegious incendiary fired the shrubbery . . . the flames raged all day Sunday . . . rats swam across the harbor . . . the skeletons lay all exposed . . . the scoundrel who fired the heap, if discovered, should be well punished."

Fawcett and his chums lived in terror. Finally Fawcett told his parents and they admonished him to "lay low." He didn't even get whipped. It's probable that many of the townfolk were glad to see the grisly site cleansed by fire at any rate.

There was an element of slapstick in the adventures of another early Victorian, Captain John Irving, who was a mighty fine skipper. But he hated pettifoggish bureaucrats and policemen.

A veteran sea captain, he headed up Canadian Pacific Navigation Company. In 1899 one of his ships, the *Premier*, arrived at Vancouver from Seattle with a case of smallpox aboard. The ship was ordered to Victoria quarantine station and she lay there a week losing money, before she was cleared. Then she went back to Vancouver duly "certificated" only to be met by the entire police department which had orders that there were to be no landings.



—Drawings by Bob Bierman



When Captain Irving heard this he headed for Vancouver in another company ship, *The Islander*. He drew alongside *Premier*, took off her passengers and tried to land them.

The police stopped the landings again. Captain Irving then announced he was going back to Victoria but instead he headed for another wharf at Hastings Mill. When the police caught on and headed that way, he doubled back to the CPR wharf and his passengers were rushed onto dock. There was a scuffle with the police.

It was then Captain Irving turned his fire hoses on Vancouver's finest.

They called out the Vancouver fire department and *Islander* had to retreat again. Eventually Captain Irving landed his passengers by tug without peril. Then he sailed back to the CPR wharf and denounced the mayor and launched a suit against the city for \$50,000. Later he withdrew it. After all, he had those pleasant memories of turning his hoses on the policemen — and he did get his people ashore.

The laughing ghost told me the tale of the Duke of York, a character of Victoria's streets who once ran an inn in the Cariboo goldfields. His name was really William Houseman but he earned his nickname because of a distinguished manner and aristocratic bearing. His inn was famous because while the stove glowed in the dark, his guest room never was warm. This was because the glow came from a single candle set to burn within the firebox.

The Duke was in the Cariboo in the 1860s. In 1920 he was wandering Victoria streets in an old khaki coat discarded by some soldier, a faded straw hat and canvas shoes, dreaming of his claims.

The ghost told me too about Lulu Sweet who came here from San Francisco to sing with a theatrical troupe in the 1860s.

She melted the heart of the land commissioner and commanding officer of the Royal Engineers, Col. R. C. Moody. And that, according to the legend, is why we have a Lulu Island in the Fraser delta area, the ghost chuckled.

He had a hundred other stories to prove that B.C. history can be entertaining.

Perhaps you'll be able to find them too — if the spirit moves you.



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ALL ROADS LEAD TO MAYFAIR

Her Washing Took Three Days In 1853

By EILEEN LEAROYD

THE washing took three days, the ironing took two. There were cows to milk and a horse to groom and a garden to tend and protect from the chickens . . . which were a big job in themselves.

If a pioneer girl of 1853 had any time left over she could dream about going to Victoria by canoe or on horseback, to a shipboard dance.

The arrival of ships from abroad, the excitement of overnight visitors—these were the big moments in the life of a 17-year-old girl, events she mused upon while doing her chores long after they occurred.

Such a girl was Martha Beeton Cheney, and the diary she kept from 1853 to 1856 gives a glimpse into a distant past in a pioneer settlement.

She was born in Huntington, England. But in 1850 when she was 15, an aunt and uncle, Mr. and Mrs. T. A. Blinkhorn, persuaded her parents to let Martha emigrate to Canada with them.



So the three set off to the wild and sparsely populated fort at the remote Crown Colony of Vancouver Island, in a sailing ship named the Tory. It took six months and nine days to complete the voyage.

Martha's uncle bought 300 acres of land at Metchosin (facing Witty's Lagoon) from the Hudson's Bay Company and proceeded to build a large house and a number of barns. It was the first residence in the district, and Blinkhorn was the first independent white settler.

They lived five miles from Victoria by canoe and about four miles from Sooke by land and 10 by canoe. If they didn't travel by canoe, usually paddled by Indians, they had to ride horseback.

Martha must have been an expert horsewoman for almost daily she speaks of "riding over the plains," or riding to the fort, or riding to Sooke (which she spells Soake), or riding with friends.



It's a pity that Martha didn't begin her diary at the moment of her arrival, because by 1853 she was a sensible girl of 18! Her entries are mainly brief and conventional, but here and there a little remark denotes her restless moments.

One such notation concerned the weather. "It's a very wet day," she wrote Nov. 7, 1853. Then she added with a dash of bravado, "Blow winds, blow!"

Perhaps Martha was too busy most of the time for long entries. One day she wrote, "Aunt and I were very busy putting up a calico ceiling in her room." Another day in the spring she speaks of "sewing flower seeds and nuts." It's hard to say whether Martha did the washing herself or

had the Indians to help her as most settlers did.

She had a practical education, because she wrote of a July day, "Aunt still laid up with her ankle. I have a great deal to do, nine cows to milk morning and night—for a treat." A little healthy sarcasm in that last phrase, no doubt. She also speaks of "setting the goose on five eggs."

But life was not all work for Martha Cheney. Her uncle and aunt were evidently very hospitable people, forever entertaining overnight guests.

Many of the guests were officials from the fort, and many were officers from the ships that came from England or the Sandwich Islands (Hawaii) and vessels that plied up and down the coast. Among the ship guests she mentions officers from the warships HMS Trinomalee, the battleship HMS Monarch, HMS Dido, HMS Brisk, the steamer Otter, the barque Lord Western, the Norman Morrison, the brig William, Princess Royal, the schooner Alice and the Recovery.



There were lots of dances in the ships, and picnics on the islands.

One long entry in September, 1853, tells the story of an Indian feast. "We all went down to the Indian village it being their feast. The Old Tyee, that is the chief, invited us into the camp to see his friends and then it was 'Oh Shame, Shame, how do you do.' They were proud to see us so they honored us with a dance and a song."



Martha



Everyone helped with land clearing

Then Martha tells how they danced holding their knives, pistols and guns over their heads, occasionally firing one or two guns "out of the roof." Soon nine more canoes of Indians appeared in a row with Indians paddling on the water singing as they came, and those on shore making speeches of welcome saying "Our hearts are good towards you and we hope yours are too."

The chief then asked them to come ashore if their hearts were good, otherwise not. The speaker invited the men in the canoes to join the feast and share their blankets. There was "much drumming and dancing," and Martha's group stayed until it was dusk.

In Martha's day receiving a letter was quite an event, because several times she notes "that it took two months for Aunt Hannah's letter to arrive from England. Those who claim Victoria's weather is deteriorating might be cheered to know that it must have been worse then. The winter of 1854 her diary is filled with mention of snow."



In January of '54 it was so cold that two bullocks died of it, and Martha even writes their names—Swan and Coy. Again she wrote (underlined), "snow, hail and rain and blowing a hurricane all day."

Another January day she mentions that having just heard of the wreck of the ship William where the captain was drowned, her uncle, "trying to get to Mr. Langford's house, slipped and fell through the river ice."

"We tried to get a canoe and could not get the Indians to go, it was snowing fast and thick. Uncle finally went up to the fort in another canoe, rather rough and very cold."

When Miss Cheney was growing up in Victoria, James Douglas was the governor of the colony and she frequently mentions his

monthly "court" days. There was still occasional threat from hostile Indians who evidently came down from the north in the winter, and Governor Douglas raised a little band of men called the "Victoria Voltigeurs" headed by a lieutenant, with a sergeant and 28 men.

Martha notes in her diary that "the first lieutenant and eight soldiers came to inquire after our welfare, and to give protection in case of any disturbance from the Indians." But the subject was never referred to again.

It comes as a surprise to read her entry of July 19, 1855. Martha was now 19 years old. This was her wedding day.

One has to reach back to search for any reference to her bridegroom. Martha did not expose her heart to her diary, for there are only two brief mentions of a "Mr. Ella, first mate of the steamer Otter."

In any case she married him that July day, and he is later referred to as Capt. Henry Ella.

Martha and her sea captain were issued the first marriage licence in the colony, and she was the first white woman to be married by Dean Edward Cridge (later bishop) on Vancouver Island. She was married in her uncle's house because a church did not exist yet.



Her wedding must have been one of the happiest events recorded since Capt. Cook discovered the Island. There was great rejoicing on this day for not only was Sir James Douglas a guest at the wedding, but he had just received word that the Crimean War was over. He announced this news at her reception to cheers from the gathering who, as well as others, included all the officers from the fort.

In her diary she also wrote, "The day of my marriage to Capt. Ella, two

British warships, the Brisk and the Dido, came into Esquimalt Harbor and an officer, Mr. Tyne, came to pay his respects to the governor and attended the wedding."



There was a most happy marriage from all accounts, but filled with separations as Capt. Ella voyaged to many places, many of them long trips to the Sandwich Islands.

In 1855 not long after she was married, Martha's uncle died, and she and Capt. Ella and her aunt moved from Metchosin to a new home which must have stood about the corner of Fort and Broad streets. Later, in 1863, they built a home at 1156 Fort Street and there Martha lived until she died.

It was an enormous house for the day and still stands. It had 14 rooms, seven up and seven down. Called "Wentworth Villa," it was said to be the largest home in the province for many years and had been constructed from California redwood. In 1863, Fort Street was only a trail leading from their house to the fort, and was considered "way out in the country."

Martha and her sea captain lived together just 10 years. Capt. Ella was drowned in 1873 when a canoe in which he was crossing Burrard Inlet capsized in a sudden squall.

Martha was left a widow with seven children. She lived to be 76 years of age, and was buried near the Reformed Episcopal Church in 1911, noted as a most charitable woman devoted to helping many good causes.

One of Three Women Now in Labor Force

In 1901 about one out of seven women were part of the labor force in Canada.

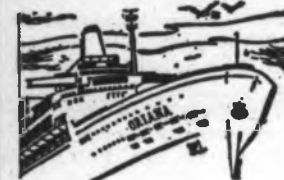
Today the proportion is one in three.

In 1901 the typical working woman was young and single. Today one in four married women have some connection with the labor force. Most of the married women who work are of 30-35 years of age or more and many have children still going to school.

These Dominion Bureau of Statistics figures show a situation far removed from our pioneer days. And housewives, eyeing their automatic washers and dryers, electric stoves and mixers and refrigerators, their vacuum cleaners and polishers—the inventions that have freed them from the home slavery of the past, say they are glad the good old days are gone.



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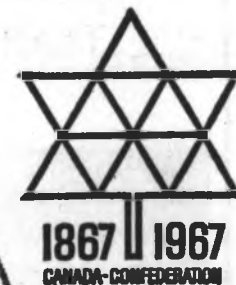
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Sir James Douglas:

By ALEX YOUNG

SIR JAMES DOUGLAS, "Father of British Columbia" is pictured by historians as a strong, silent, no-nonsense administrator—a man's man who played the dominant role in the creation of British Columbia.

That's the popular history picture of Douglas, and there's plenty of evidence to support such an assessment.

Physically big and powerful, he was adept at taking the law into his own hands. Once, early in his career, in the wilds of north-central British Columbia, he participated in the summary execution of an Indian accused of murder, and his own life was threatened by the aroused fellow tribesmen of the dead man.

But there were other facets of his character that merit equal attention in any outline of his contribution to B.C.

As a young man busy in the fur trade of the Hudson's Bay Company, James Douglas knew how to get ahead.

For example, he married the boss' daughter. And he showed a talent for being in the right places at the right times and under the right circumstances. Twice, by remarkable coincidence, over a period of a dozen years, he was promoted to command of HBC posts when they were visited by the governor of the company, Douglas' immediate superiors apparently being unavoidably absent.

There is no evidence to suggest that these events—marriage with his boss' daughter and the "luck" of personally greeting the governor on two important occasions—did his career anything but good.

In those early days, however, advancement was slow. Plain, ordinary, physical survival was a major problem and if one could find better ways to advance, there were few to question them.

For James Douglas, the key to success was being a

company man, first, last and for as long as it was practical. The Hudson's Bay Company was his life, and it was only through the pressure of events that, to him, the interests of the company became secondary to those of the colony—and, even at that, there remain doubts that Sir James ever did succeed in making a complete transition from company man to colony man.

While historians may argue over that issue, there is no doubt about one thing: James Douglas was a product of the New World.

He was born in Demerara, British Guiana, on August 15, 1803, according to some sources, the offspring of a Glasgow merchant and a Guianan woman who has been described as a Creole or a mulatto.

His father, a descendant of the Earl of Angus, known to Scots as "Black Angus," had an interest in a Guianan sugar plantation.

In his early fur trading days, Douglas boasted of his Scottish ancestry and became known as "Black Douglas."

His father sent him to Scotland to be educated in a private school.

When he was 16 he decided on a career in the New World with the North West Company. He reported to company headquarters at Fort William in 1820. There, he came under the direction of Dr. John McLoughlin, in whose shadow he was to work for many years west of the Rockies.



The year after Douglas joined the North West Company, it ended a long and bitter rivalry by merging with the Hudson's Bay Company, with the HBC dominant.

Douglas was sent in 1823 or 1824 to New Caledonia, the most remote part of the Columbia Department. New Caledonia would correspond roughly with that area of B.C. north of the Thompson and extending into the far north.

Douglas was a clerk on the staff of the chief factor at Fort St. James on Stuart Lake. The pay was \$60 a year. His chief was William Connolly and, whenever Connolly was away, James was in charge. Douglas married Connolly's daughter, Amelia, a handsome woman of mixed bloods.

What was perhaps the most exciting incident in the career of the man occurred in the summer of 1828. While Connolly was absent and Douglas was in charge, an Indian named Tazellabulle visited Stuart Lake. He had been accused (with another Fraser Lake Indian, since executed) of the murder of two HBC employees at Fort George five years earlier. Douglas set out to capture him.

Several versions of the story exist, but all agree that Douglas did kill the Indian, either alone or with the help of others; and they do agree that Douglas was forced, at knife point, to pay compensation to the tribe of the dead man.

Douglas' aptitude for being in the right place at the right time, under the right circumstances, was illustrated by a coincidence involving two visits to the Columbia Department by HBC Governor George Simpson.

Their first meeting was in 1828 when Simpson visited Fort St. James. The chief factor was absent and it fell upon Douglas to do the official greeting. Simpson held a parade to the fort to impress the Indians. A mile from the fort, his party stopped to dress and to form up. Then, with the HBC ensign flapping, the column moved to the fort, to the sound of bugle and baggage. Douglas welcomed the party with volleys from the fort's guns.

Founder of Victoria Father of B.C.



Lady Amelia



Sir James

Later, when Douglas was serving at Fort Vancouver on the Columbia, Governor Simpson, by this time Sir George, made another trip to the Columbia Department. When he called at Fort Vancouver in 1840 it so happened that the head man—McLoughlin this time—was away, and Douglas again had the privilege of greeting the governor.

As a result of negotiations to which Douglas contributed, the HBC leased a strip of the Alaskan panhandle from the Russians for 2,000 land-otter skins per year.

Douglas established HBC forts on the Stikine and Taku, and he headed a negotiating party that met with Mexican authorities at Monterey on January 1, 1841, to discuss the California fur trade. He offered to pay a royalty on behalf of the HBC of 50 cents per beaver skin.

In 1843 he established Fort Victoria at the site of the Indian village of Camosun (also known as Camosack—"rush of the waters").

The site had earlier been commended by others, including Governor Simpson, although Douglas' immediate boss, McLoughlin, hadn't thought much of it.

The move to establish a fort on Vancouver's Island came as a natural development after the influx of American settlers into the Oregon territory aroused fear that the HBC might not be able to maintain its hegemony, and thus should have an alternate Pacific depot.

Douglas and his 15-man crew landed at Camosun on March 13, 1843. Douglas proceeded north to pick up crews at Taku and Fort McLoughlin and, when he returned on June 1, the new fort was virtually built.

In 1846, the year the boundary dispute over the Oregon territory was settled (everything south of the 49th parallel going to the U.S.), Fort Vancouver was abandoned and Douglas and his family moved to Fort Victoria.



In 1849, Vancouver Island was made a colony and Richard Blanshard was sent out as its first governor.

Douglas had expected to get the job, for he was the HBC's chief factor and because the HBC virtually owned the island. Blanshard lasted only eight months, mainly because Douglas froze him out, refusing even to provide him with a residence. The only business on the island was HBC business, and Douglas wasn't going to let Blanshard invade his territory under any circumstances.

Douglas succeeded Blanshard and served both as governor and chief factor.

In 1854, the grant of the island to the HBC had been renewed for a further five years but the colonial office started to press for establishment of a representative assembly. Douglas at first ignored this pressure, although provision for such an assembly had been included in terms of the grant.

Finally, Douglas was ordered to establish an assembly by dividing up the colony into electoral districts, which he did, on June 16, 1856. Victoria was to have three members, Esquimalt two, Nanaimo one, and Sooke one.

On August 12, the first assembly met. In his opening remarks Douglas made a number of observations that show how little public affairs change. He advocated free trade with the United States, and he proposed pay-as-you-go financing of the colony's business.

Living "strictly within our income" was something Douglas was later to forget, when he incurred debts frowned upon by the colonial office in the building of the Cariboo Road.

But that famous and spectacular road was a part of what Douglas called the "internal communications of the country," and the expenditure, to him, was more than justified by the colonial office's demand that the country be colonized.

When first reports of gold discoveries came in the fall of 1857, Douglas proclaimed a 10 shillings monthly gold digging

licence; and before the end of January, 1858, when the Fraser gold rush was getting into full swing, the fee had gone up to 21 shillings.

Douglas had no right to proclaim this exploration fee. As governor of Vancouver Island he had no jurisdiction over the mainland. His excuse was that he did have command of HBC rights in New Caledonia (which had been declared British territory by the 1846 boundary settlement), and that he was the closest representative of the Crown.



Douglas did work to preserve the mainland from American encroachment. He made trips to the gold fields, countermanded efforts to establish local forms of government, posted regulations of the governor of Vancouver Island, and appointed justices of the peace.

The discovery of gold, in addition to an unfavorable report on the HBC by a select parliamentary committee, led the colonial office to move quickly for the establishment of the crown colony of British Columbia, and the revoking of all HBC rights, on the mainland and on Vancouver Island.

Douglas was to be the governor of both colonies on the condition—set out in the strictest and most emphatic terms by a suspicious colonial office—that he completely separate himself from all HBC interests.

Douglas agreed, and asked for £5,000 a year in return for filling both posts. He got £1,800.

Thus a man who had devoted his life's work to The Company, a man whose abiding interest had been to discourage settlement for years because it was a natural enemy of the fur trade, a man who had made a fool of the first governor of Vancouver Island because he did not represent company interests—this man was now governor of the vast domain of British North America west of the Rockies.

His dual governorship was highlighted by tremendous road-building achievements, and even though he did make sincere efforts to become a public, rather than a company, servant, he apparently did not overly impress the colonial office.

For when his Vancouver Island commission lapsed, he got no renewal, but a knighthood instead; and he was continued as governor of the mainland colony only long enough to work out a plan for establishing a system of popular representation, and thus help complete the transition to full colony status.

During his term of dual governorship, he was subjected to many complaints from mainlanders—that he was helping the island at the mainland's expense; that he was delaying institution of representative government; that he was guilty of favoritism in disposing of public lands; and—worst of all—that he did not live in B.C. but on the island.

Douglas left for a European tour on his retirement in 1864. Then he lived in Victoria (where he was the largest property holder) until his death on August 1, 1877, of a heart attack.

Sixty-nine years after his death, a plaque was erected in his honor in the lobby of the B.C. legislative chamber. It reads:

Sir James Douglas, K.C.B.
1803—1877

The Father of British Columbia.
Fur trader and statesman. In his early life he was associated first with the North West Company and later with the Hudson's Bay Company. He founded Fort Victoria in 1843. By his firm and wise rule as governor of Vancouver Island, 1851-1864 and governor of British Columbia, 1858-64, he laid the foundations of this province.



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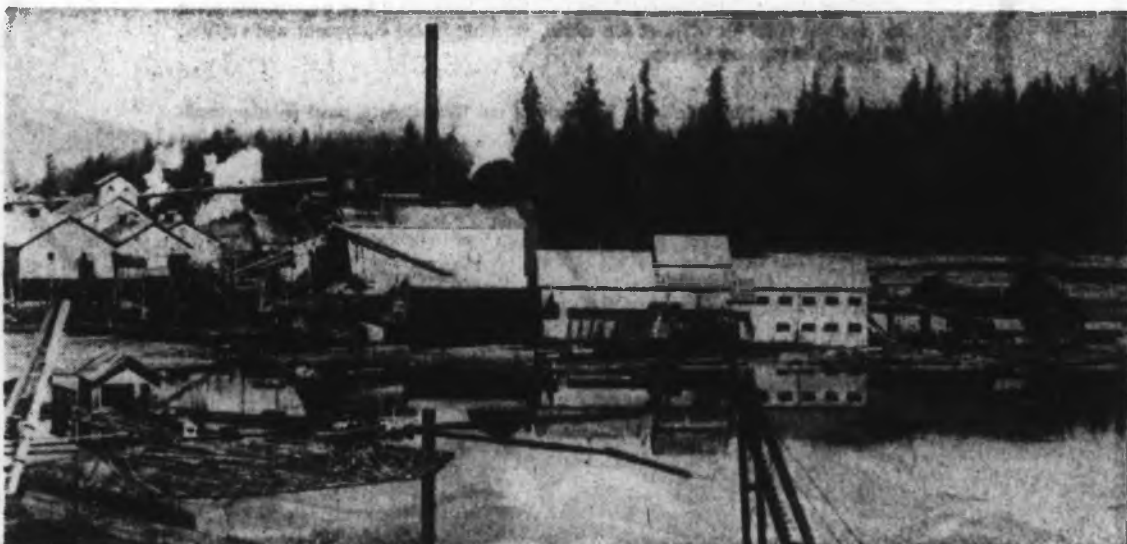


The Hillcrest Lumber Company, with its half a century of continuous operation, is proud to salute Canada during its Centennial Year. This firm, and the pioneer story of its inception, typifies the great development that our country has shown in the last 100 years. The founder of the firm, the late Carlton Stone, operated in partnership in the Duncan vicinity in 1912, moving 5 miles west into the Sahlan area under the name of the Hillcrest Lumber Co. during 1917, and then to its present site, Mesachie Lake, during the early 40's.

This family concern pioneered the use of the whole log "gang" saw on the B.C. Coast, and played a predominant part in introducing Hemlock Lumber into the U.K. markets during the thirties.

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Now Carlton Stone's five sons carry on the unique family nature of this pioneer firm—one of the few private company sawmills on the Coast.



Hillcrest mill, operating at top speed

Hillcrest Lumber Company cuts logs from Pacific Logging timber stands in the Cowichan Lake area—it's mill, modernized to suit the times and geared to high production, turns out a wide variety of finished, and patterned lumber as well as rough timbers, to all of the world's principal lumber markets, including the U.K., Australia, South Africa, Japan, Eastern U.S. and the West Indies. Waste material that develops from this diversified sawmill is converted in an up-to-date chipper plant and trucked to a pulp mill some thirty miles away.

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He Was Bereft When Lovely Martha Sailed Away

Empire Builder

A Gentle Giant

"He was . . . the centre of his own world, and he kept that world free from outside intruders."

So writes historian Walter N. Sage, MA, PhD, regarding the governor of over 100 years ago, and adds that this fact constituted a major difficulty for biographers.

It's true. Only the diaries that Sir James Douglas religiously kept, together with various letters and recorded comments from his contemporaries, enable today's reader to form some sort of picture of the James Douglas who was husband, father, and friend, as well as empire builder.

He may well have been a difficult man with whom to live, and this—as sometimes happens—not so much because of his faults as because of his virtues! Some people take a good bit of living up to! Tall, over six feet, with a somewhat majestic presence, he seems

particularly in his later years, to have been extremely conventional and a stickler for correct behavior.

Certainly he was the head of his house. However, the women of his class and era were accustomed to that, and Douglas' wife, born Amelia Connolly, the daughter of Hudson's Bay's chief factor at Stuart Lake, whom he married when she was

the world, was his special affection for his youngest daughter, Martha.

In 1872 she was sent to England to complete her education—and the ship which bore her away was hardly out of sight before he hastened home to sit down and draft his first letter to her. He was bereft.

It is these letters, compiled in the B.C. Historical Quarterly of 1937, by W.

house, Sir James loved flowers. "You have left a void," he wrote her, "everything about the house recalls your image."

In his inner thoughts he must have been an imaginative man. One day he laid a particularly fine apple on the dressing table of her empty bedroom . . . and in his next letter half apologized for such nonsense. "It's a delusion, of course," he explained a little wistfully, "but it seemed to alleviate the pain of your absence!"

However, although he was lost without his "foreign correspondent," as he called her, this never prevented him from correcting her missives home when these failed to meet his high standards of calligraphy and construction.

He objected to her beginning "Dear Parents". "This is nobody," he commented firmly, and later abjured her to remember that a "lady never uses slang." This referred to her employment of the word "chaff".

Sir James blithely ignored the fact that it, together with other words in her letters to which he took exception, were at that time in common use in England and had even been admitted to the Oxford dictionary!

Occasionally there was a flash of humor. The public was seldom treated to a glimpse of this, but it was there. He wrote his daughter that her mother had recently taken to keeping chickens, and this very seriously. So, said the master of the house confidently, he must perform show an anxious care for the fowl himself, and always look

properly grave and sympathetic when anything went wrong.

He personally fetched his daughter home in the autumn of 1874, and for him, then, all was very well. He had refused to permit her to visit Paris while away, as he seems to have had rather a poor opinion of the morals and tendencies of continental gentlemen.

"I am reluctant," he admitted, "to my lamb being committed to the care of wolves!" (Unaware, no doubt, that he was here ahead of his times in the use of slang!)

He himself had made an extensive trip abroad some ten years earlier, and his diaries are both amusing and revealing.

He had sailed in the Sierra Nevada—and he was definitely not happy aboard. The bunks were too short for his considerable length, and his first few nights were spent battling with too scanty bed-clothes.

It upset him, too, that everywhere he looked he saw unnecessary waste. He was a man who abhorred waste, and it troubled him that, among other things, the ships of the era seemed to consume such vast amounts of coal—"92 tons in 24 hours!" he fretted.

He didn't miss much. He noted that the girls in Antwerp were not as pretty as those in Rotterdam, and although he didn't mention under just what circumstances, he became acquainted with gambling on the continent; it failed to entice him.

He remarked that the festivities which involved games of chance always needed money stakes to "make them endurable". Douglas much preferred whist.

In his retirement he settled down in his James Bay home and cultivated his eight acres of garden. He was good at this, and could, it was said, make a bouquet for the house even in November, when almost



Martha Douglas, later Mrs. D. R. Harris

on the beauty of the scenery.

He learned, say his biographers, from everything. Particularly did he learn something which often served him in good stead . . . to keep his temper.

"An angry man," he warned, "is a man at a disadvantage!"

He seems never to have relaxed from formality in public. When he presided at the mess table in Fort Victoria, it is reported, he countenanced no frivolous conversation and no dubious language. However, they were very good dinners indeed, commented one visitor to the mess. Soup, salmon, venison, duck, and pie! Followed by a traditional glass "to the Queen," and then the smoking of long clay pipes.

Douglas evidently was careful to keep himself in good physical condition. In addition to his long walks and his work in his garden, he used a skipping rope up until some five years before his death. His only ailment seems to have been gout, and as he had heard that raspberries were good for this, he raised them in quantity.

The end came abruptly. He went for a drive in the afternoon of August 2, 1877, complained briefly of heart pains at 10 o'clock that night, and, with his son-in-law, Dr. J. S. Helmcken in attendance, in the midst of conversation, he was gone.

He was a stern man, yet one capable of much tenderness; a man of wide vision, yet with an infinite capacity for detail; a man appreciative of beauty; a man of industry and integrity, with a well-nigh unconquerable reserve.

And it is not necessarily a contradiction that perhaps the most revealing light of all upon his character shows a lonely soul wandering disconsolately into a strangely silent room, an offering in his hand to someone who is not there at all . . . only in his heart.



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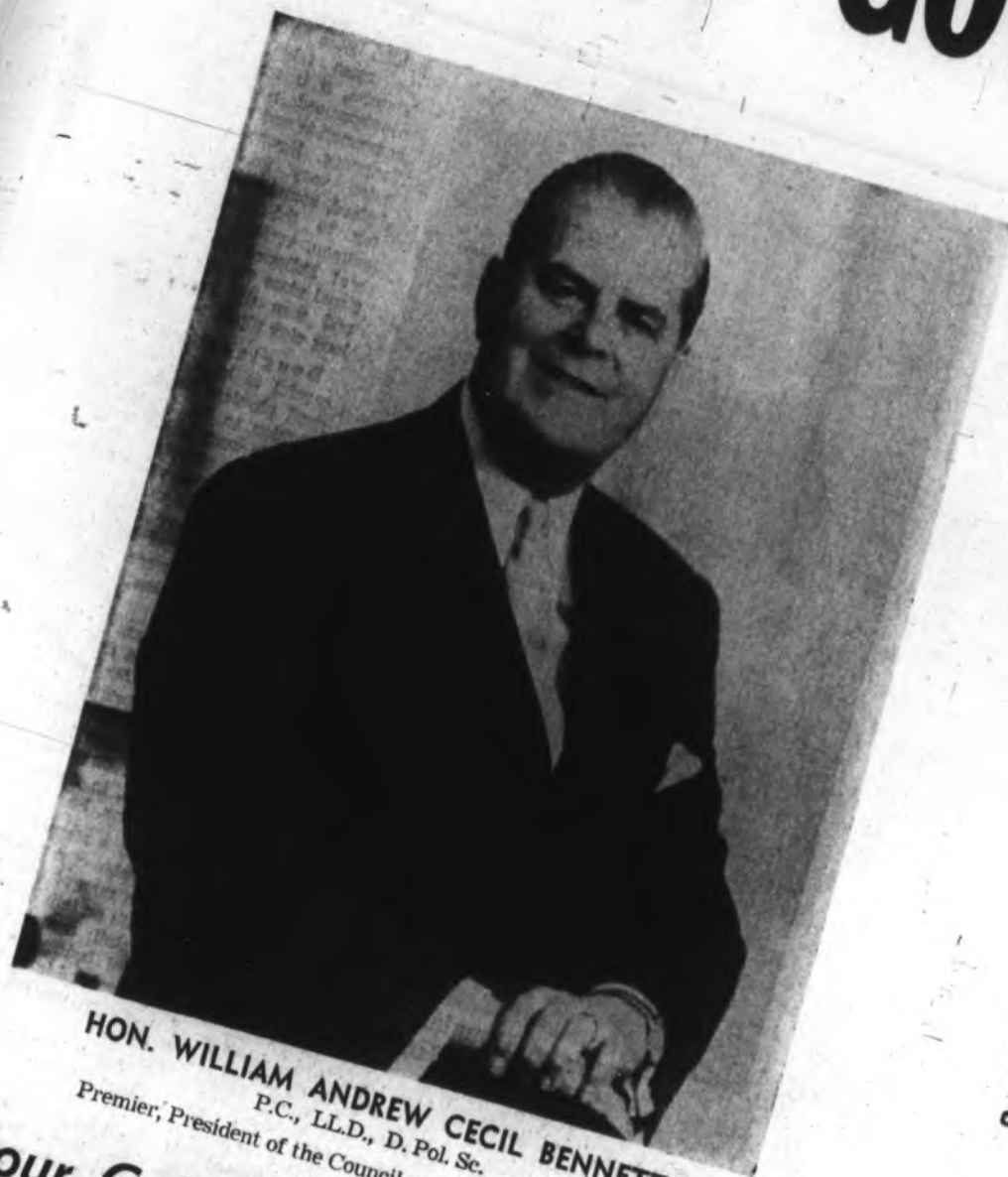
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This compliment we accept graciously, and with modesty.

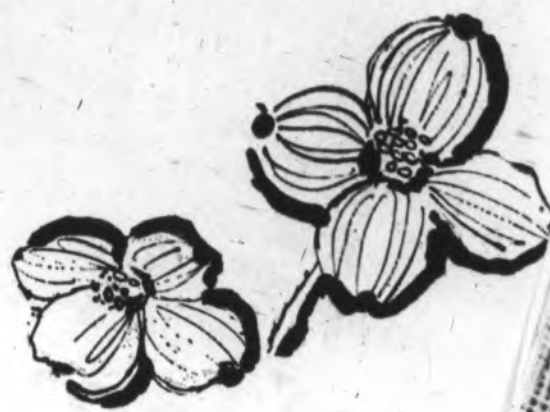
British Columbia's role in this century of advancement has been demonstrated in many ways. The results of our enterprise speak for themselves.

For my own part, I have been indeed proud to guide the affairs of our great Province. In this I have been singularly fortunate. Time and again the citizens of British Columbia have evinced their faith in my Government and its policies.

I thank them most sincerely for this trust and confidence, for without their steadfast support my task would undoubtedly have been more difficult and less rewarding.

W. A. C. Bennett
W. A. C. Bennett
Premier

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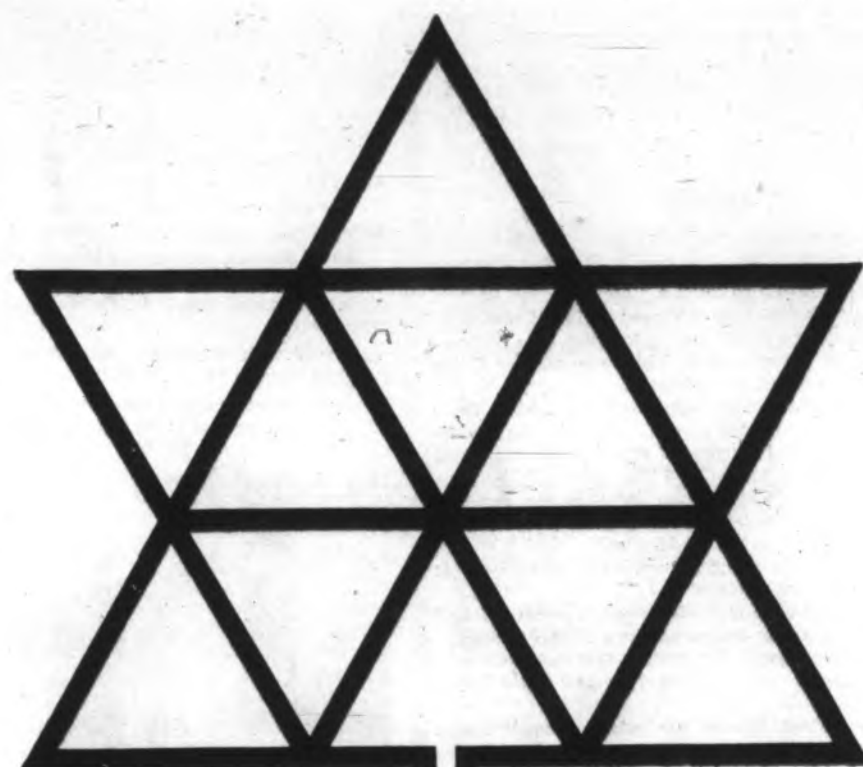




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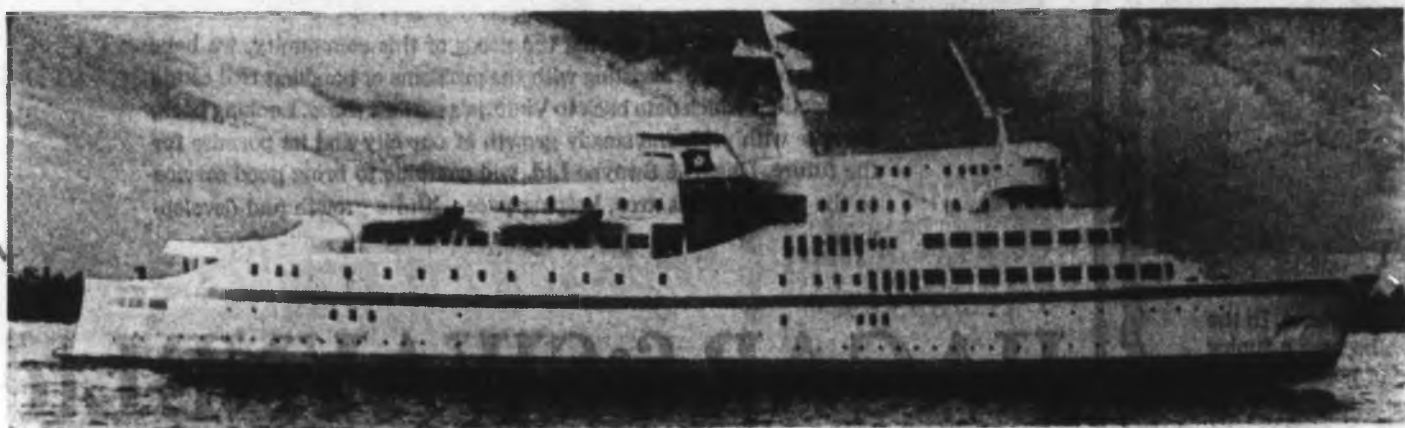


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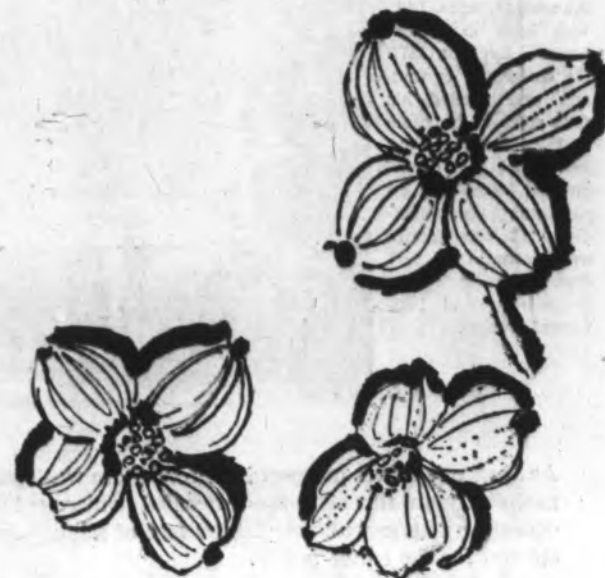
The Provincial Election held on June 12, 1952, elected a Social Credit Government led by W. A. C. Bennett, who was sworn in as Premier August 1, 1952. During those years, with vision, courage and dynamic policies, our province has made more progress than the total period since it was first developed by our pioneers . . . and today it is Canada's foremost province.

Your Social Credit Government, with its dynamic policies based on sound business administration, will continue to devote itself to the people: advancing education, expanding employment; bringing new industry; developing hydro electric power, assisting in the growth of the basic industries of lumbering, mining, fishing and farming; looking after the health of young and old, and providing outstanding social services.

For these fifteen years British Columbia has had the best government in its history . . . and it is with your continued support and encouragement we can assure you of a bright and prosperous future.



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TO BUILDING A BETTER PROVINCE FOR TODAY AND FOR THE FUTURE

Men of Many Races Built Our City's Traditions

Who Says We Are All British?

By GLEN ALLEN

SPANISH conquistadors, English adventurers, Greek explorers, and Russian sealers opened the way.

But only the streets and the straits speak their language today.

Quadra, Gabriola, Esperanza, Juan de Fuca, Alberni, Galiano, San Juan, Malaspina.

These are the names of men who came and didn't stay.

They are, curiously, the beginnings of a strange, polyglot, often funny and always eventful tale.

There have been Highland lairds, London butlers, Alabama Negroes, mad Irishmen, Finnish Utopians, Japanese fishermen and Yankee crooks.

There have been Hungarian Freedom Fighters, Chinese laborers, Punjabi warriors, and English remittance men.

"This place has many of the aspects of a fair," said the island's first historian, Alfred Waddington, who came for Fraser River gold in 1858 and stayed to write about the other invaders.

"Never perhaps, was there so large an immigration in so short a space of time in so small a place."

In a sense, this first city of Vancouver Island was made by the avarice of those 30,000, looking for some little Eldorado of their own. All passed through Victoria on the way to the river and later to the Cariboo diggings.

Almost all passed this way again on the way back. There were too, those who came and stayed, an unsavory lot in some part. They are the real founders of this city and this Island as we know it.

"Victoria was assailed by an indescribable array of Polish Jews, Italian fishermen, French cooks, jobbers, speculators of every kind," writes Waddington.

"There were land agents, auctioneers, hangers-on at auctions, bums and bankers."

Many of course were of British stock. Vancouver Island was after all deliberately designed to be a British bulwark.

But at the beginning of the century that ends this year, there were many other racial groups that figured prominently.

From the earliest days of the colony a small though steady immigration of Chinese had existed. They came to Victoria from San Francisco, later from China, as labor to be trans-shipped to the great railroad being built through the mountains.

They were often cruelly mistreated by almost every other kind of citizen, by the government, and even by the old "Lover of the World" himself, Victoria Colonist editor Amor de Cosmos, who spoke of a time when Victoria mothers would whisper to their children, "the Chinese are coming."

People mocked them in the streets, called them "slant-eyed celestials" in their newspapers, raided their "gambling dens" in Fantan Alley—and insisted on their burial in separate cemeteries.

City fathers and legislators matched citizens' cruelty with hypocrisy, deed for deed.

The oriental immigrants' unfortunate penchant for opium—the raw materials were shipped from Hong Kong to 14 separate opium factories in Victoria alone—was made a healthy source of revenue.

White druggists, of course, paid no opium tax at all. Still the celestials came. They built laundries on Victoria streets, and worked coal mines in Nanaimo, Wellington and Cumberland, and gold mines in the Cariboo.

Even in the year of the Tiger 1902, when a head tax of \$100 was placed on each Chinese immigrant, they were a major, if still maligned, racial group.

Up until two decades ago discrimination against the Chinese-Canadians was officially condoned. They weren't given the vote until after a war in which many of them lost their lives.

There are many fewer Chinese on the Island now than there were 50 or even 75 years ago. There are 100 families in the Cowichan Valley, more in Nanaimo and a shanty-town of Chinese pioneers in Cumberland.

An index of how things have changed since, was a recent statement to a businessmen's organization by a Chinese and very successful businessman that "too many Victorians read a Charlie Chan book and then think they know the Chinese."

Not long ago he would have had his pigtail pulled for that.

David Belasco, who was to become one of the last great theatrical entrepreneurs in the United States, was a member of another racial group in the early days of Vancouver Island.

The Jewish community was well-established in the fledgling colony's first two years.

Members of it were to become city mayor, members of the legislature and well-known merchants.



"People mocked them . . ."

The late Fred Landsberg, a prominent Jewish settler in Victoria in 1884, voted Best Citizen in 1930 and awarded a Silver Jubilee Medal in 1933, was a writer and expert on Vancouver Island Indians, the first citizens of all.

Young Belasco, who played Shakespearean roles on Victoria stages at age 11, left as a boy to join a circus. "In those days," a 19th century historian writes, "our school might aptly have been termed a mixed one. There were white boys and black boys, Hebrew and Gentile, rich and poor."

The historian, named Moffatt, was a Negro, one of several hundred who came for gold and stayed on to work the land and to enliven the already rich tapestry of cosmopolitan Vancouver Island.

So was Willis Bond, orator and house-mover. He once found himself in police court for, among other things, "obstructing Government Street for two days by leaving a house in the centre of the roadway."

Bond, who always defended himself, was usually let off lightly. He brought a little humor to those rough and ready days.

Refused membership in the volunteer fire brigade, city Negroes organized a Negro militia in 1860.

The Victoria Pioneer Rifle Corps as it was called, drilled in its own drill hall, and with its own funds until 1866.

Its rejection by the community, time and time again in those five years—the community was not only reluctant to arm and pay the soldiers, but refused to allow them to head parades—was as much as anything, a symbol of the beginning of the end of their community participation here.

One particularly rough and ready November day in 1860, two Negroes entered the white section of the Colonial Theatre.

All hell broke loose. A contemporary account says "even the actors jumped off the stage and made for the two belligerents," who, as it turned out had reinforcements.

Victoria was also the site of North America's first "sit-in."

The Negroes, many of them distinguished and scholarly men, stood for no nonsense. Some were made policemen, others became merchants. Almost all left again, except for a few Salt Spring Island ranchers.

One man who left for far, far greener fields was the almost legendary Mifflin Wistar Gibbs, who while in Victoria built the first of David Spencer's stores, became an alderman, and opened with partners a coal mine in the Queen Charlotte Islands.

After the U.S. Civil War had come to its bloody end in 1865 he returned home to study law and take judge's robes in, of all places, Little Rock, Arkansas. Later he was a U.S. consul.

Britishers have not always been the choicest of immigrants.

Even before the early days of this century when newspaper "Help Wanted" advertisements often read "No Englishman Need Apply," there was an overabundance of remittance men who were as a class (or so thought employers), lazy and addicted to pleasure.

Some interpreters of Vancouver Island history even backed the Irish.

Said Gilbert Sproat, himself a Lowland Scot, the charm of the Irish was "a quality neither Scots nor English had."

"The largest and most successful public entertainment that has ever taken place in Victoria," said this writer, "was the St. Patrick's Day Parade."

Two early Irish arrivals on Vancouver Island were Edward Kennedy, governor, and Joseph Pemberton, Hudson's Bay Company surveyor.

And the French played a part.

"Madame Pettibea informs the public," went an advertisement in the Victoria Gazette, "that she has opened a Seminary for young ladies on Fort St. between Government and Broad Streets. Lessons given in music and French."

Madame Pettibea probably succeeded. Most of the French on the Island did.

French settlers—they were French from France—initiated a one dollar a month medicare scheme and founded a municipal hospital financed by an annual picnic that was, in effect, the cornerstone of the Royal Jubilee Hospital.

That was more than 100 years ago.

The French fitted into the colony well, started a newspaper of their own and even became volunteer firemen—whether they knew the English for hook-and-ladder or not.

Like the Negroes, like many of the Chinese and the Jews, many of the French left the Island, much to its detriment. Vancouver Island ever since those early, feverish, exciting days has, off and on, to one degree or another, been fighting a "Mother England" complex.

Among reasons for their going were a depression in the



Many are lumber barons

fortunes of the young colony caused by the completion of the CPR railway—Victoria, if far away, had made a few dollars supplying the railroad workers—and homesickness.

One group that has undeniably thrived on the Island is the East Indians.

The arrival, however, was not auspicious.

"The inscrutable Hindoo," said a 1906 editorial, "can be seen today shivering in his strange garb on Victoria's quayside. What are we to make of him?"

It might well have asked what would the Hindoo make of the Island.

In fifty years in the Cowichan Valley many of those Indians have become lumber barons.

Despite the rancor and opposition of retired English gentry, there are in Lake Cowichan, Honeymoon Bay and Youghou, scions of those "shivering Hindoos" who have, with a vengeance, made good.

Duncan businessman Karm Singh was not all that long ago refused service in Island barber shops.

He's partner in one now.

The East Indians, who settled here as a kind of afterthought—the first of them were Punjabi soldiers on their way home from Queen Victoria's Diamond Jubilee—marked a kind of turning point in the patterns in settlement on Vancouver Island.

Canada, and particularly the rest of B.C., picked up with and passed Island cities as immigrants' targets.

For a time immigration to the Island became a desperate venture, not a "sure thing."

The story of Sointula, the Place of Harmony for more than 100 zealous Finnish Utopians is one of the oddest recorded.

Led by a young firebrand Matti Kurikka, they lived on Malcolm Island for a scant two years in, as it turned out, progressive disharmony.

Another study in settlement and abandonment was that of a Danish colony near Cape Scott, some 10 years later.

They were driven out by cougars.

Modern times have been good times for immigrants this century, as they have been good for the children of last century's immigrants, or those of them who stayed.

Victoria, Nanaimo, the Albernis, Courtenay and Campbell River have their complement of Italians (400 in Nanaimo alone) Poles (about 150 on the Island) and most of these cities have their Portuguese Saturday dances, their Sons of Norway Halls.

The Greeks, while few in number, have as great a stake in these good times, the B.C. boom—after all it was Juan de Fuca, who turned the first page of Vancouver Island's book—as do the Swedes, the Czechs, the Germans.

But that is really the story of Canada, not of Vancouver Island alone, of those early days and the first gentleman farmer, of the days when Victoria's streets were green with grass.

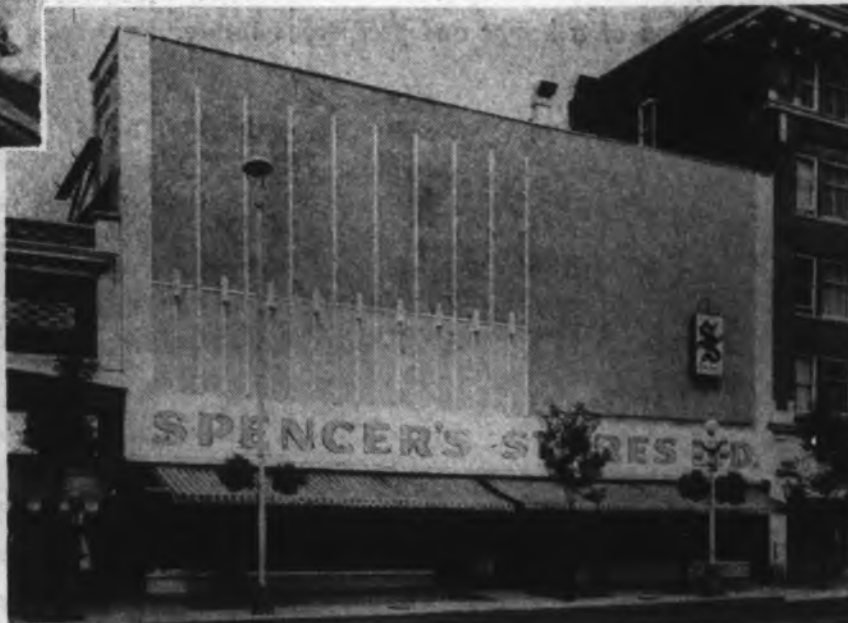
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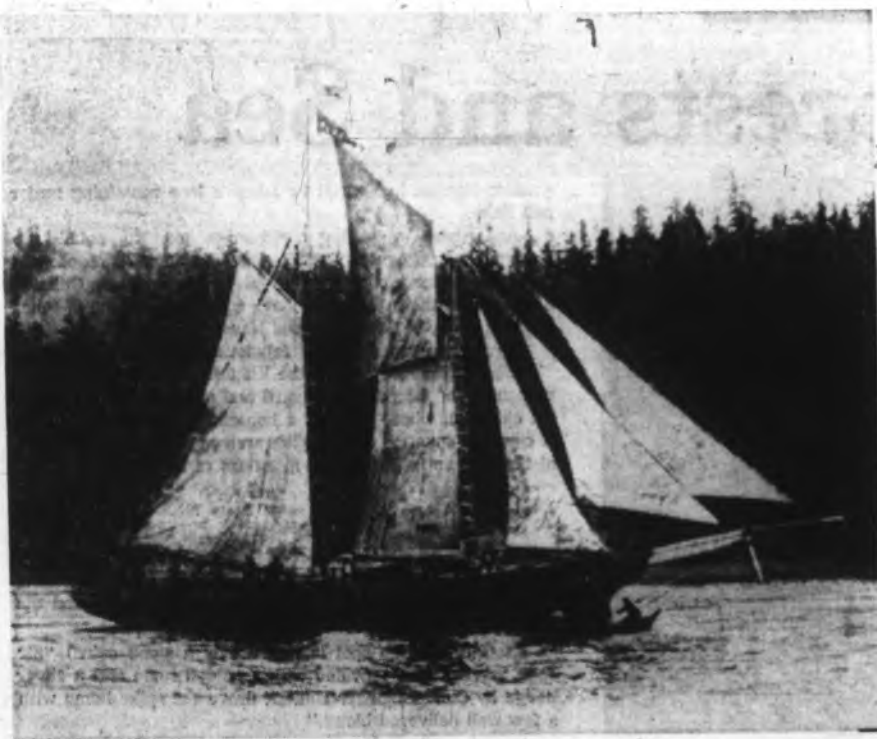
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B.C. Archives Photo.

This graceful schooner might be any of a score of the once numerous fleet which made Victoria a famous sealing port through the turn of the century and until the massacre of the herds brought the Pelagic Sealing Treaty of 1911. Capt. J. C. Voss, who sailed from Victoria around the world, or the terrible "Wolf" Larson may have conned her, or the fearless Alex McLean. Maybe sturdy Capt. Victor Jacob Jacobson, who lived for years in the old Distributor in West Bay, trod her streaming decks.

By NORMAN HACKING

ON June 25, 1912, the last of the floating property of the Victoria Sealing Co. was put up for auction at the company's wharf in Victoria's Inner Harbor.

It marked the end of the 45-year sealing history of Victoria, the end of an industry that once employed about 70 smart schooners, that had attracted adventurers from all parts of the world, that had been the subject of stories and poems by Rudyard Kipling and Jack London.

The sealing industry had long been doomed, by the ruthless over-slaughter of seals, and by impending international regulation to protect the survivors.

The Victoria sealing fleet reached its heyday about 1895 and declined thereafter, until by 1910 only three schooners sailed away to the sealing grounds. The rest of the fleet, most of which was by this time owned by the Victoria Sealing Co., lay idle and rotting, row on row, in the Inner Harbor, while famous old sealing skippers like Capt. Alex McLean, had to find prosaic work on tugboats.

The end came for ever on Dec. 15, 1911, when the Pelagic Sealing Treaty, signed the previous July at Washington, came into force, prohibiting pelagic seal hunting north of the 30th parallel of north latitude in the Pacific Ocean.

The remnant of the Victoria Sealing Co. fleet was valued at \$438,000, when the schooners were up for auction that bright day in June, 1912. But nobody seemed to want schooners any more, and the prices bid were pitiable.

Many of the old sealing skippers were down at the Inner Harbor for the auction sale, such as Capt. G. W. S. Balcom, who had been imprisoned by the Russians at Petropavlovsk, when a Russian cruiser had seized the schooners Marie, Carmolite, Rosie Olsen and Vancouver Belle.



This incident was the groundwork for Kipling's tale of "The Devil and the Deep Sea". Captain Balcom, known as "Windy" Balcom, later became superintendent of the B.C. whaling fleet. A model of the Vancouver Belle is now in the Vancouver Maritime Museum, carved by her skipper, Capt. Harvey Copp.

There was Capt. Dan Macauley, who for many years was skipper of the Vancouver-built schooner Beatrice. Once he invited himself to dinner with the commander of the Russian rookery guards, while his crew of poachers took their spoil from the herds.

The Beatrice must be the most long-lived of the old sealing vessels, and is likely the only one still afloat. She was converted into a steam tugboat in 1908, survived a bad fire

Back in the 1890s there were 60 to 70 sealing schooners based in Victoria, served by about 1,500 of the saltiest seamen who ever strode a deck.

They would bring in their fur seal skins each year for shipment to the auction rooms of London. The rampaging seamen, swaggering through town with seal whiskers in their hats, often made Victoria a lively, rambunctious place to live.

It was no wonder they played hard, because they lived surrounded by hard-ship, ranging as far as the Bering Sea and Japan, braving uncharted reefs and rocky islands, weeks of fog, or weather so bad that many of the tiny vessels disappeared and were heard from no more.

The schooners would drop the hunters and their boatmen overseas in small boats which would range sometimes 20 miles away from the mother vessel, vulnerable to every peril the north

Pacific could devise. And until international treaties ended the B.C. industry in 1911 reports of tragedy at sea were commonplace.

And it wasn't always weather that caused the lists of missing seamen to grow. On some occasions, the blame was laid to sea monsters, one of which was referred to commonly as the "killer." It probably was the killer whale, which still is known on this coast as an untrustworthy visitor best avoided.

In 1894 the Libbie, a sealer known in B.C. waters as operating off the coast of Japan. A seal hunter named Collinson, from Plumper Pass, was working in a small boat with J. C. Bodine and Harry George-son. They were attacked by a "killer" which struck their boat suddenly, tearing out the bottom and casting all three into the sea.

They managed to wrap canvas about the boat's bottom and climb back in, but the boat filled faster

than they could bail and took to rolling until all three were again in the water and holding on desperately. Georgeson drowned first, then Bodine went. Collinson alone was rescued.

By ROBERT PETER

Another sealer, Thomas Brown, was hunting 60 miles south of the Copper Islands with Jack Lundy and Sam Thomas.

"I had just shot a seal," wrote Brown later, "and I was standing as high up in the bow as I could, looking forward for seals. Suddenly and without the slightest warning the 'killer' struck the boat. I was thrown forward in the air and landed in the water, several feet away."

"I was the most surprised man in the world. First I thought the gun had gone off, and then I had an idea that the ammunition box had blown up." He saw the

boat, bottom up, with Lundy and Thomas sitting astride it. He crawled up too, thankful that he'd had air tanks installed.

"Way off to windward, Jack Townsend was hunting. One of the boatmen raised his cap on an oar and waved it. We heard the report of Townsend's gun as he shot a seal and then came an anxious moment. It was getting rather hazy and if Townsend had not seen us, it would have been all up with us. Presently we saw him head for us and in about an hour we were in his boat."

He added, "We would have had our doubts about what had done the damage had we not seen two 'killers' swimming away."

In 1893 Captain W. H. Whiteley of the schooner Mermaid told of another chilling adventure.

"On April 11 we were cruising about 200 miles off the coast of Japan. It was blowing a gale so that the vessel was reaching along under a reefed foresail,

staysail and trysail. I was lying down when I heard the man on watch sing out, 'Who wants a shot at a whale?' Of course no one did but I got up and went on deck and the man at the wheel said, 'There is a whale asleep ahead.'"

The captain ordered the vessel veer away but the whale awakened and kept crossing his bow.

"In less than a minute he struck us and we struck him with an awful crash. The monster hit the vessel with his 'tail' and broke two beams off clean. The stern was knocked completely from the planks." Despite an ugly sea the captain brought his ship home. But many others didn't, although their fates could not be blamed on whales. They just disappeared.

Recorded last with all hands in the 1890s were the Maggie Mac, Walter Earle, South Bend, Pioneer, and Triumph, each of them carrying off a couple of dozen of British Columbia's pioneer seamen.

Greed Killed a Golden Harvest

about 10 years ago, and is still going strong as the Arrawac Freighter, owned by Harold Clay of Vancouver. She was built in 1891.

Another of the famous sealing skippers was Capt. J. C. Voss, who later attained immortality for his world cruise in the war canoe Tillikum, and his book, still widely read, "The Venturesome Voyages of Captain Voss."

But perhaps the most famous of the old sealing skippers was that gallant Cape Breton Islander, Capt. Alex McLean.

One of his most famous commands was the schooner Carmencita. Not only did he poach seals under the noses of the Russian and American guards, but he ran arms to Central American revolutionaries under the Mexican flag, ran contraband to Siberia during the Russo-Japanese war under the Russian flag, and managed to find time to smuggle large numbers of Chinese into the United States.



The pioneers of the Victoria sealing industry were Capt. William Spring, Capt. Hugh McKay, and Capt. J. D. Warren, all of whom made and lost several fortunes. Among the early schooners were Capt. Spring's Favorite, built in 1869 at Sooke, and Captain McKay's Caroline, and Onward, which he purchased in San Francisco.

Prior to 1881 most of the vessels would go on very short cruises off the west coast of Vancouver Island and the Queen Charlottes, usually with Indian crews. By 1882 Captain Warren was operating steam schooners in the trade, the Grace, the Alice Thornton, the Annie Beck and Dolphin.

The main rookeries of the North Pacific fur seals are the Pribiloff Islands on the American side and the Commander and Kurile Islands on the Asiatic side.

The seals resort to these islands in May and June for breeding purposes. They remain there until the fall, when they take to the water and journey south as far as the 30th parallel north latitude.

It was on their way north again that the animals were intercepted by the pelagic sealers, who slaughtered the herds on the surface. Naturally many of the carcasses sank and there was no distinction between the sexes.

At the Pribiloff Islands the sealing privileges were a monopoly of the Alaska Commercial Co. of San Francisco, who were allowed 100,000 seals a year. They paid a royalty to the U.S. government, which decided in the early 1880s to try and put a stop to pelagic sealing, but without success, for the schooners mainly operated on the high seas.

Without warning in 1886, the United States government

declared that the Behring Sea was "mare clausum," or in other words American territorial waters. In that year the Victoria schooners Caroline, Onward and Alice Thornton were seized on the grounds of being found engaged in killing fur seals within the limits of Alaska territory.

In 1887 the Americans seized six more sealing vessels, the Alfred Adams, Annie Beck, W. P. Sayward, Dolphin, Grace and Ada. Four of these were from Captain Warren's fleet, who in the same year lost the Rustler on the Nitinat bar.

The British government objected strongly to the high-handed American actions and there was a great deal of diplomatic bickering, which resulted in 1891 in a "modus vivendi," whereby the dispute was referred to arbitration. In the meantime the vessels of both nations would be excluded from the eastern Behring Sea.

This was a blow to the Victoria sealing fleet, which felt it was the victim of a raw deal. Many of the 1892 fleet crossed over to the western side of the Behring Sea to carry on operations.

The Russians turned out to be as tough as the Americans. Their cruisers seized the Willie McGowan, Ariel, Rosie Olsen,

Carmolite, Marie, and Vancouver Belle, and ordered the C. H. Tupper and Walter P. Hall out of their waters.

By 1894, despite the modus vivendi, which technically excluded Victoria vessels from the Behring Sea, the sealing industry was reaching its peak. The largest catch on record was made that year by the schooner Triumph, which returned with 4,560 skins. By this time at least half of the fleet was operating in Japanese waters.

The fleet was increasing every year, as dozens of fine schooners sailed round the Horn from Nova Scotia to join in the lucrative trade. Many more came up from the United States to seek the protection of the British flag.

Under the arbitration award made in Paris in 1894 the American claims to a mare clausum were found not valid, and the Behring Sea was again declared open to all nations.

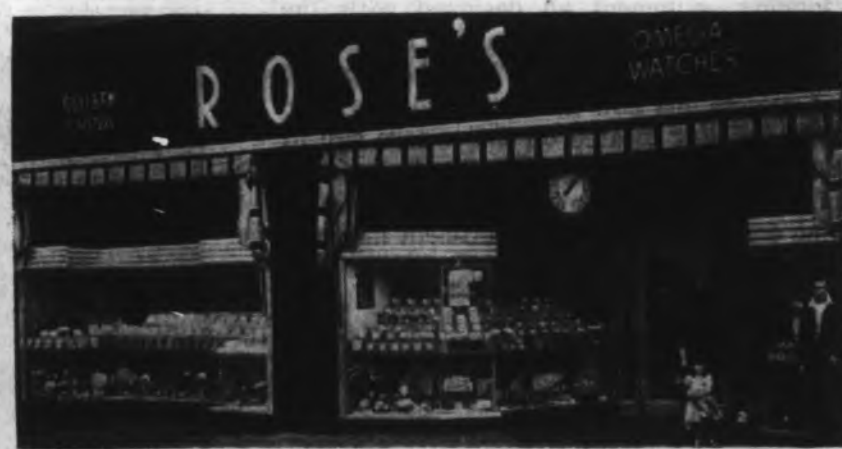
This also marked the beginning of the decline of the sealing industry. The year 1895 was the biggest on record, but thereafter the depredations on the herds were so great, the industry on land and sea rapidly declined. After 1900 Japanese vessels entered the field in large numbers, so that the seal herds would certainly have been exterminated, but for the four-power Pelagic Sealing Treaty of 1911.

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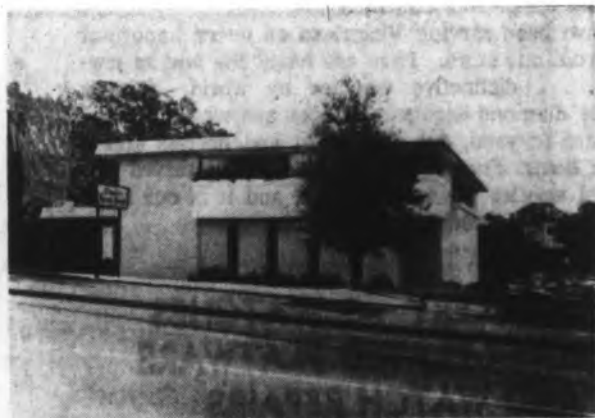
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Back When Everyone Was Making Tracks for Vancouver Island

Steel Threads Linked Forests and Sea

By JIM HUME

There was a time when Vancouver Island railroading was a major industry and the hoot of train whistles echoed across our harbors and hills.

Those were the days when a spider-web of railroad tracks totalling almost 1,000 miles fanned out through virgin forests to tap rich lumber stands and equally rich ore bodies.

Those were the days when railroad traffic movements on the island were far greater than the total traffic movements on the B.C. mainland — including those on the two Trans-Canada lines.

The statistics for those bustling years do not surprise Vancouver Island railroad buffs.

They point with pride to the first Canadian operational railroad west of the Great Lakes running between Wellington and Departure Bay around 1863. They say one of the most rugged railroads ever built was a line from Crofton to the top of Mount Sicker a few miles north of Duncan.



Most of the more than 75 railroads once criss-crossing the island have disappeared. But a few, like the Canadian Forest Products network at Nimpkish Lake at the northern end of the island, still make a valuable contribution to island economy 50 years or more after their tracks were first laid.

Others which have survived the advent of the logging truck are located in the Cowichan Valley (The Cowichan Valley Forest Museum Railroad), Mesachie Lake (Hillcrest Lumber), Chemainus (Victoria Lumber) and Ladysmith (Comox Logging).

But although loggers are keeping railroad tradition alive on the island, it is to the coal miners that credit must go for starting it.

The new Vancouver Coal Company, mining at Nanaimo in the 1860s, brought the first locomotive to the island in 1863. Harry Cooper was the engineer and Thomas Peck the fireman. Both were brought out from England to operate "Pioneer" — a fitting name for that first, famous workhorse.



First run to Sidney . . . All Aboard

In 1866 "Pioneer" was joined by "Euclataw," eight years later by the "Nanaimo" and in 1884 by the "London."

Coal was the great industry on the island and one man was rapidly emerging as the far west's first great industrial baron.

Robert Dunsmuir, the youthful but tough son of Scotland, was preparing to lay five miles of wooden track from his Wellington Colliery to tidewater at Departure Bay.

Cynics may have scoffed, but Dunsmuir laid his track of four-by-four fir topped with strap iron, and his two foot six-inch gauge gravity operated railroad was in operation. As the loaded coal wagons dropped to tidewater they hauled the empties back to the pit-head on parallel tracks.

In 1876 the already rich mine owner attended the great Centennial Exhibition in Philadelphia and there fell in love with a saddle-tank locomotive affectionately dubbed "The Duke."

Dunsmuir bought it and a sister engine "The Duchess," and both served well in the mid-island coalfields. "The Duke" fell to the wrecker's hammer in 1908. The Duchess proved more durable.

In 1899 she was transferred from her work at Nanaimo to a relatively new railroad, the Atlin Southern, then serving the gold seekers of the Yukon.

She's still on display up there in the far north.

Having tasted railroading via his coal-mining operations Dunsmuir became more ambitious. In 1883 for the payment of \$750,000 and land grants totalling an estimated two million acres he agreed to build a railroad linking Esquimalt and Nanaimo.

The Esquimalt and Nanaimo, never known by any other name than the "E and N," still operates although it falls far short of the glory days when it was the only land-link between Victoria and the then rugged north.

Dunsmuir, a far-seeing man and ever the canny Scot, was looking far beyond Nanaimo when he agreed to build the original track.

It was one of the terms of the federal union agreement that the Canadian Pacific Railway would have its western terminal on the island.

And Dunsmuir believed, as did all island-dwellers at that time, that the 1870 promise of a series of bridges linking the island to the mainland via Butte Inlet and Seymour Narrows, would be kept.

If it ever does come true the CPR, which bought the E and N and the right to the land grants in 1905, may take a

greater interest in Vancouver Island's lone remaining major rail link.

And there may be ceremonies, too, to equal the ceremonies of August 13, 1886, when Sir John A. Macdonald drove a golden spike with a silver hammer at Cliffside Station, Shawnigan Lake, to mark completion of the 69-miles of track between Esquimalt and Nanaimo.

Wrote one reporter that fabulous Friday:

"The public reception at the Victoria Theatre was a great outpouring of the people's regard and affection for the grand old chieftain, whose name is a household word in every part of our vast country, cherished as well in the humble cottages of the poor as in the stately mansions of the rich."



With those glowing words welcoming him Friday morning Sir John boarded President Dunsmuir's private car and the first train left for Nanaimo at 8:25 sharp.

At Cliffside (the spot is marked by a stone cairn) "Sir John, having been provided with a golden spike and a silver sledge by Chief Engineer Hunter, drove the spike home with a few well delivered blows."

The E and N to Nanaimo was complete and "the train's progress was continuous ovation, the settlers lining the road and cheering and waving hats as it passed."

There were four trains a day, two north, two south with the southern terminal at Russell's (now Victoria West) station.

Stops en route, possibly to give the island of the day a well-populated look, were Esquimalt, Goldstream, Summit Siding, Shawnigan Lake, Cobble Hill, McPherson's, Koksilah, Duncan's (note the possessive), Somers, Chemainus, Oyster Bay Siding and Nanaimo.

But although Dunsmuir had completed his part of the agreement neither he nor the natives were satisfied. Victoria (Continued on Page 17)



Electric interurban.

S. MADILL LTD.

... FROM A HUMBLE BEGINNING TO

BRITISH COLUMBIA'S LEADING
MANUFACTURER OF LOGGING
EQUIPMENT

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In the beginning, Sam Madill, working from his small blacksmith's shop, helped loggers improve their methods of harvesting trees with bold new ideas in machinery designed and built in his shop. From this humble beginning came the famous Madill portable spar trees and since then new types of loaders, yarders, barges, loading booms and dozens of other pieces of logging equipment all designed with the logger in mind. The development of this equipment came from ideas gained in the field by Madill engineers. Madill equipment has proved a great success and now S. Madill Ltd. has over 75,000 square feet of building located on a five-acre site in the northern section of Nanaimo's Industrial Park. As time goes on S. Madill Ltd. will continue to look for new methods of improving logging equipment for a more efficient harvesting of our great forests.

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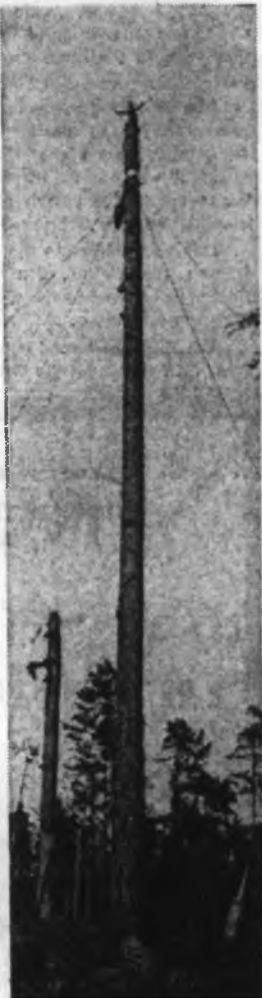
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ISLAND HIGHWAY NORTH IN NANAIMO'S INDUSTRIAL PARK



LOOK MA! NO HANDS! And if you look closely too at the old-time spar tree (above) maybe you can make out the daring young man standing atop its arms outstretched. It took three days to rig old spar tree. Modern 90-foot steel tower (below) is highly mobile, can be at work in an hour.



Francis Jewellers, located at the sign of the Big Clock

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Joins in
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CANADA
on its
CENTENNIAL
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Kitty Corner From the Bay

1684 DOUGLAS ST.

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(Continued from Page 16) ...

proper didn't have a railroad and, as the chief community on the island, she felt slighted.

Dunsmuir listened to the pleas and in 1887 announced, to columns of praise from the newspapers, a plan to cross the Inner Harbor by bridge and bring the railroad right into Victoria.

On March 29, 1888, he completed that promise as the bands played, schools and businesses closed and the city went on a wild spree of celebration.

Lieutenant-Governor Hugh Nelson, Premier A. E. B. Davie and Mayor John Grant were on hand to greet Robert Dunsmuir as he stepped from the train to the brass strains of "See The Conquering Hero Comes."



Little more than a year later the "hero" was dead.

It was 1910 before the tracks swung east as far as Cameron Lake but it was still part of the Dunsmuir dream.

Not everyone in the community subscribed to the view that Dunsmuir was a great man.

And at least one minister, the Rev. Ebenezer Robson, thought Dunsmuir a godless man because he permitted his trains to run on Sundays.

For him there is one tersely recorded reply:

"Dear Sir: I have your two documents and in reply I beg to say that I consider the running of the train on Sunday as a public benefit as it takes those from the cities who would not attend church and removes them from evil influences.

"In haste, yours truly,

Robert Dunsmuir."

Dunsmuir had done more for Victoria than give the city a railway terminus. He was, indirectly, responsible for four railroads: His own E and N and, because of his imagination and success, the Victoria and Sidney Railway, the British Columbia Electric Railway, and the Sidney-Victoria line of the Canadian Northern Pacific.

Dunsmuir had nothing to do with the latter three other than fire the imaginations of other would-be industrialists, but there is little doubt that his E and N provided the spark.

A rail-link between Victoria and Sidney was first suggested in 1886, but it wasn't until 1892 that work commenced on clearing the right of way.

By the spring of 1893 some 180 men were employed — all of them white because the Victoria city council, financially involved in the project, had insisted the contract for construction carry a clause imposing a \$10 fine on the contractor for every Oriental he employed.

The main forces behind the V and S were Robert Irving of Victoria and Henry and Julius Brethour of North Saanich. Their survey team was headed by John Hamilton Gray, the oldest son of one of the Fathers of Confederation.



Passenger service was instituted in June, 1894 although according to press reports "pleasure-loving citizens" had taken advantage of several excursions, presumably unscheduled, prior to that.

You had to be fun-loving to ride the V and S. It was nothing unusual for male passengers to dismount at Royal Oak, grab a quick pint at the pub, and then race across the field to jump back on board as the train slowly climbed the hill.

And it was part of the daily schedule to stop between stations to pick up farmers' wives desirous of getting to town with fresh eggs and butter.

Well-loved though the V and S was it lacked a Mussolini and the trains rarely ran on time. And the safety record was not one to point to with pride.

It became part of regular reading those days to note that the V and S had backed another freight car off the wharf at Sidney, had hit a team of horses in the Saanich hinterlands or that because of a derailment, the passengers had walked the last six miles to town.

Progress was to spell the end for the V and S.

In June, 1913, the B.C. Electric Interurban started operation between Victoria and Deep Cove with Sir Richard McBride driving the last spike. And in 1915 the Canadian Northern Pacific started work on the line to be opened in 1917 connecting Victoria with Patricia Bay.

In 1922 the V and S went into receivership. In 1924 the BCF ran its last train and in 1935 the Canadian National Railway asked permission to abandon the line it had taken over from CNP.

The big lines competing for the favor of passengers and freight may have supplied the bulk service, but it was the mining and the logging railroads that provided the glamor and the color.

Where else but in the story of the Lenora-Mt. Sicker Railroad, built to serve the copper claims high on Mt. Sicker and feed the giant smelter then in operation at Crofton, could you read of the shooting of Joe Bibeau?

It all started at Tye Camp when a fellow named Fred Beech felt the Widow Campbell had turned her affections to another.

Mr. Beech started shooting before he started talking and Mr. Bibeau of the Hotel Brenton unwisely tried to intervene.

As he lay dying Mrs. Campbell fled to the Mount Sicker Hotel — wherever there were mines or railways there were

thriving communities — and hid in an upstairs room while other miners searched for Mr. Beech.

A curious widow, Mrs. Campbell peered out of her window only, according to the press reports, "to have her hair parted" by her sharp-shooting boy friend.

Mrs. Campbell, not unnaturally, fainted and Mr. Beech, feeling he had slain his beloved, turned his gun on himself.

He departed this life with a flair, having scratched his farewell message to his friends on the stock of his rifle.

That all took place at the turn of the century when the Mount Sicker claims were producing well.



In 1906, some six years later the mine closed. Two years later the entire mountainside was deserted and in 1912 they were tearing up the switchback tracks which had given miners some spectacular rides down to Crofton.

It was in the fading days of the mine that a group of young miners, feeling a little cooped up on the scarred mountainside, sought the bright lights of Crofton.

Their only transportation was a locomotive. The track was in poor shape and, even at its best, the wild-switchback ride was for experts only.

They all survived the ride but they never forgot it.

The wildly careening locomotive failed to make one of the curves and thundered down the untracked mountainside.

It lay there, a mute memorial to wilder times, for many years before finally being salvaged for scrap.

The railroading history of the Island contains hundreds of similar, if not quite so spectacular, stories.

There was the time Sam Waller and Monty Porter were taking a couple of freight cars up to Nanaimo on the E and N when their engine jumped the tracks near Cobble Hill.

They calmly enlisted the aid of nearby farmers, members of the curious crowd and a couple of teams of horses to get the locomotive back on track. To top off their feat they then ripped up the rails, replaced the ties, re-laid the rails and, after buying beer all round, were on their way.

If head office ever heard about it officials never made it part of the record.

There was the time a mine explosion at Wellington trapped 200 miners and a dramatic plea for help chattered over the telegraph line to Victoria.

The E and N made the trip with a carload of doctors and nurses in a record-breaking but sometimes frightening one hour and 48 minutes.

It was a record later beaten in other emergency runs, but it's still as fast as the E and N makes the run today with its modern diesel cars.

There isn't space to tell the full story of those men who, for the most part unknowingly, gave the Island its first sound economic base as well as a dramatic and colorful past.

The tracklayers of Nimpkish, the engineers who rode those tracks, the long-forgotten men of Granby and Extension who rumbled to Boat Harbor or Nanaimo with their loads of coal; the men who once stopped at Elk Lake to pick up cordwood and even in those far-off days worried about the possible pollution of the lake — this story salutes them all.



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Things have changed since Thomas Hickman Tye first opened a hardware store on Yates Street in 1858. Victoria was a stockaded fort, his customers miners and pioneers. The business grew with the development of our Province and today it serves Independent Hardware all over B.C. from the wholesale house in Victoria and the branch offices in Vancouver.

1967

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This International group of independent franchised hardware dealers serves 1,000 hardware outlets in Canada and the United States. It offers the small dealer the opportunity

to benefit by modern merchandising and advertising methods, allowing them to display top grade products at competitive prices.

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- Victoria Printing Pressmen and Assistants' Union, No. 79
- Bookbinders' Union, Local No. 147
- Victoria Malters' Union, No. 121 (I.T.U.)



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Colonist Printers Ltd.
Flynn Engraving & Publishing Co.
Robinson Press
Spanish Peninsula & Gulf Islands
Review

Honors Through the Wars Old 5th Was First

"ON April 21 part of our column was ordered up Ypres way . . . through the little town of St. Jean and on to Weite, where we turned sharply northwest and billeted in a farmhouse about midnight. The horse lines were under a stand of tall poplars . . .

"About 4 p.m. next day (there was) heavy shelling and bombs (from aircraft) and we watched the fall of shot on a crest half a mile to our front, where the 13th Royal Highlanders of Montreal were in the line, and immediately joining them, French colonials.

"Now we noted men in singles and pairs topping the crest and a yellow haze on the ground—seemingly to a height of 10 feet or so . . . I felt the need to cough from the irritation in my throat . . .

"In a few minutes it took us, some of the runners had already reached our billet, and many more were following, and through our glasses we could see others behind them were Germans. A Canadian gasped, 'Gas attack,' and lay down for relief . . .

"While we were still harnessing up (the ammunition limbers for the battery's guns) we saw Canadian infantry coming up on our left—fanned out in extended order, moving up on the double . . .

"This was part of the First Infantry Brigade (General Mercer) coming swiftly to plug the gap, and stumbling to meet them a motley of frightened French colonials, swarthy, bearded men in baggy, red trousers, mostly without their rifles." (Diary of a Victoria officer with the Canadian Field Artillery, 1914-1918.)

It was in the First World War that Canadian troops established their reputation for high courage and élan, and Canadian airmen were ranked among the finest.

In the Second World War they added lustre to a magnificent record and the naval arm, built up under emergency priority, achieved the status of its sister services. The story of arms in Canada, from Confederation, has no

brighter pages than those written by British Columbians, and in particular men and women from the island areas.

Representative of the highest quality of Canada's soldiers were the men of the Canadian Scottish Regiment in 1939-45, in which so many Victoria district and Island volunteers served with notable success.

Directly descended, so to speak, from the First World War's famous 16th Battalion, Canadian Scottish, the regiment participated in the furious fighting in Europe from D-Day until the German capitulation. Among the officers commanding in action who distinguished themselves were Lt.-Col. (later Brigadier) F. N. Cabell, DSO; Lt.-Col. D. G. Crofton, Lt.-Col. L. S. Henderson, DSO, all well-known in Victoria, but the whole roster contributed splendidly to the record.

Below, in capsule, is the military story of an era which contained much of sacrifice, service and valor.



B.C. Archives photo.

Lt.-Col. Charles F. Houghton,
first District Commandant

The armed forces on Vancouver Island have a long and honorable history, and although there is only one occasion when enemy shells fell on Island soil, there have been numerous occasions in the past when the threat of invasion seemed very real indeed.

It is not overstating the case to say that for the first 50 years after

the southern tip of the Island was colonized, the defence of the coast rested almost entirely in the hands of the Royal Navy. There was no colony in the entire British Empire so remote from London as ours, and before the railway penetrated the mountains no area would have been harder to defend or to reinforce.

Distant as it was, Vancouver Island had a strategic importance within the

By R. H. ROY
Associate Professor of History, University of Victoria

framework of imperial defence. The harbor of Esquimalt was the only potential and logical British naval base on the entire Pacific coast of North and South America. Equally important at a time when sail was giving way to steam were the coal resources of Nanaimo, a prerequisite to the establishment of the naval station at Esquimalt following the Crimean War.

The Royal Navy at Esquimalt and the colonial capital at Victoria lived a hand-in-glove existence, and at almost every important historical event in the colony's life the navy seemed to be on hand. When American miners began to swarm up the Fraser, British ships stationed at the river's mouth at the request of Governor Douglas not only "showed the flag" but could

check the licences of the early prospectors.

Later, when the Royal Engineers arrived to further set the impress of Britain's domination of the mainland, these men, together with the Royal Marines on board the naval ships, could be and were used to reduce incipient trouble spots to quiet, peaceful areas.

Governor Douglas, who claimed the island for the Crown, could speak loudly only because he had British naval vessels on call.

from the colonial militia) on Vancouver Island was rather odd. Late in December, 1871, Lieutenant-Governor J. W. Trutch received an anonymous note at Government House informing him that there was in Victoria a considerable body of Irish sympathizers who had been observed drilling with arms in secret.

There was a plot on foot to attempt a coup d'état in conjunction with another group of Fenians sailing into Victoria harbor from the United States. Trutch immediately warned the senior naval officer at Esquimalt and a plan of defence was laid on.

For six weeks a British naval vessel patrolled the waters off Victoria, while at the capital arrangements were made by the Victoria police to fire signal rockets from the lawns in front of the Legislative Buildings. These rockets would bring HMS Boxer post-haste into the harbor, her decks cleared for action and her marines ready to pounce on the Queen's enemies.

Our colony developed behind the shield of Britannia, but at the time the two colonies merged into one, a distant threat arose which resulted in the formation of the earliest militia forces on Vancouver Island. In 1865, when the Civil War in the United States came to an end, tension between Great Britain and the United States was running high.

The San Juan Island dispute had not been settled, the Alabama incident still rankled in the American bosom, the St. Alban's raid from Canadian soil was not forgotten, and it appeared the cry of "Manifest Destiny" in the United States might result in trouble along the border. Trouble did come in the following year when the Fenians, members of an American-Irish brotherhood, launched several raids across the Canadian border.

Alarm over the possibility of an attack from San Francisco resulted in the formation of the Victoria Rifle Corps in 1864 and, incidentally, of the volunteer Seymour Artillery Company at New Westminster in 1866. By the time British Columbia became a province in 1871, these colonial militia companies had become non-effective to all intents and purposes. Once more the Royal Navy was all that stood behind the flag on the Pacific Coast.

The origin of the Canadian militia (as distinct

The most lasting result of this "scare," however, was a demand by the citizens of Victoria that the federal government should establish some sort of military units on the island. Ottawa heard the call, and ultimately in 1873 British Columbia was organized as Military District XI with a permanent force officer in command. The new district officer commanding was Lt.-Col. Charles F. Houghton, a recently elected M.P., a rancher in the Yale-Okanagan district. He had had previous experience as an officer in the British army, and indeed the great majority of officers in the militia units of the province were to fall into this same category.

Houghton had his hands full, as did his successors. His task was to defend an area which, roughly, covered the Victoria-Nanaimo-New Westminster centres of population. The sea approaches he could leave to

the Royal Navy, but he realized that the naval base itself and the Nanaimo coal fields must be defended or the first line of defence would wither on the vine. Houghton set himself the task of raising volunteer infantry and artillery units in the three centres.

It is from these companies and batteries raised in 1874 that the oldest Canadian artillery regiment west of the Great Lakes originated—the 5th Regiment of Garrison Artillery.

Meanwhile Esquimalt was becoming a naval base rather than a station. By the end of the century it also contained the headquarters of the district, and a small permanent force of artillery and engineers was doing what it could to establish barracks, arsenals, workshops, gun emplacements and similar works to strengthen this important link in the imperial defence network.

At this time, too, after years of neglect, Canada began to reorganize and modernize her armed forces. By 1910 Canada had her own navy, so that when war broke out Canadian ships (one ship in each ocean, as one wag put it) defended our coast—but ships which, nevertheless, inherited the proud traditions of the Royal Navy whose base they took over.

On land the scattered militia companies, batteries and squadrons were grouped into regiments and battalions, and by the time the call to arms came in 1914, Vancouver Island could and did provide thousands of volunteers for the Canadian Expeditionary Force. The

number of naval reserves who flocked to Esquimalt to offer their services far outnumbered the immediate need.

The outbreak of the Great War resulted in one rather amusing incident. Two German naval vessels were known to be off the coast of California, and Victorians were rather alarmed. Some banks sent money to the mainland for safekeeping, and on one occasion a firm blasting rock in the city was ordered to stop temporarily as some of the residents thought German naval shells were exploding.

For a few days British Columbia boasted its own navy! Sir Richard McBride, the premier of B.C., purchased two submarines from the United States and later re-sold them to the federal government.

The battle honors and awards won by the men from Vancouver Island in the Great War speak for themselves. After the war was over, however, there was a reaction to all things military, and in the twenties and thirties only a small "housekeeping" number of permanent force navy and army units were permitted on Vancouver Island.

Canada in these two decades placed great reliance on her reserves, and following a reorganization in 1919-1920, the Canadian Scottish Regiment represented the largest single militia force on the Island. This regiment had two battalions in the 1930s, one in Victoria and the other up-Island.

The co-operation between the navy and army blossomed again in 1929. In that

Continued on Page 19

Miss Frith's Silhouettes have been
FASHION FAVORITES
throughout the years



as

NOW



As we turn back the pages of time . . . 1920 to be exact, a cunning little miss named Miss Frith opened up a small millinery shop on Government Street. Her ability to meet the demanding styles of hats in those days proved successful and in no time she had moved her shop to Douglas Street, our present location. Ever popular were her fashions in millinery and accessories and the name Miss Frith became recognized throughout the fashion circles in Victoria.

In 1959, Miss Frith Millinery Store was taken over by Helen and Wyn Sinclair and it wasn't long before it started to flourish with the largest and most exciting stock of millinery of any store in Western Canada. In the fall of 1963, the store next door was bought by Miss Frith's, remodelled and added to our present store. With this new extension Miss Frith's was able to include such fashions as coats, suits, dresses, sportswear, maternity clothes, evening apparel . . . just about everything for the fashion-conscious women of today.

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Birth of Tradition

Continued from Page 18
year Lt.-Col. G. R. Pearkes, VC, DSO, MC, was a staff officer at Military District XI. Intrigued by a study of the Gallipoli campaign, he planned the first combined operations exercise on this coast at Maple Bay with the help of both British and Canadian naval vessels.

Similar exercises were carried out in the early thirties, and in this fashion a regiment which was to land in Normandy on D-Day, 1944, first received training of an imaginative nature which was to bear fruit years later.

The great depression was hard on the navy and army alike. The least possible money was spent on the armed forces, and no matter where the unit was located — Victoria, Duncan, Nanaimo or Alberni — it had to struggle merely to exist.

A hard core of determined officers and men sacrificed their time and money to keep their batteries, bat-

talions and squadrons functioning, however, but it was not until the late 1930s that Ottawa approved the construction of certain coastal guns positions and strong points vital to the defence of the Pacific Coast.

The outbreak of the Second World War in 1939 again brought a flood of volunteers to the armed forces, but when the Japanese struck at Pearl Harbor in December, 1941, a wave of fear spread over the island like a fog.

Within a year Vancouver Island was like an armed camp, with air bases, increased naval ships patrolling from Esquimalt, well over a brigade of troops stationed in the Alberni-Nanaimo-Victoria area, and an array of heavy coastal guns and anti-aircraft batteries bristling at strategic places from Yorke Island to Fort Rodd Hill.

During 1942, also, a one-time trooper who trained with the 2nd Canadian Mounted Rifles at Willow Park, Victoria, came to

assume charge of Pacific Command — Major-General Pearkes. It was under his direction that the troops which went to attack the Japanese in Kiska trained in combined operations at Courtenay.

Once again the navy and army on Vancouver Island were together training for war, and this time the third element — the RCAF — further strengthened the efficient, hard-hitting team.

After the war the nation's defences were never permitted to sink to the nadir they had reached in the mid-thirties. All three forces, both regulars and reserves, are stronger than ever before.

Weapons, uniforms and even titles might change, but the task of the military forces remains the same — to be on guard, to be prepared, and to be vigilant. The high standards set by the British forces a century ago when they defended the colonies has been kept up and bettered.



Canadian Infantry "over the top" in the First World War.
—National Defence Photo

Currie Was a Corporal

OF all the success stories in the history of British Columbia, few can compare with the story of General Sir Arthur Currie.

Born Arthur William Corrigan, a farm boy of Irish descent who sold real estate in Victoria, he came to be hailed in England as the most notable Canadian of his time.

He rose to become one of the most decorated warriors Canada ever produced and he topped his military career with appointment as principal of McGill University.

His most astonishing accomplishment was his advance from a Victoria Saturday night soldier in the 5th Regiment, militia. He rose rapidly to become commander-in-chief of 25,000 Canadian troops in France in the First World War.

Currie was born at Naperton, Ontario, in 1875.

He had left the farm when he was 19 to train as a teacher and earned a third-class teacher's certificate, his highest formal educational attainment.

He came to Victoria in 1894 and was given a teaching job at the village of Sidney where there were 30 pupils. In 1896 he moved to Victoria's Central School and his salary increased to \$62 a month. Now living in comfort and assuming the mantle of a responsible citizen, he joined the militia.

Currie was a corporal in



General Sir Arthur Currie

the Royal Canadian Garrison Artillery but he moved swiftly to the commissioned ranks. In 1901 he married Lucy Sophia Chatworth. He had entered the real estate business by this time and

his fortunes were improving. He became a Mason and devoted most of his energies to his lodge and his regiment.

Currie's wide acceptance may have helped in his

promotion to commanding officer of the 5th Regiment, RCGA. By 1909 his business was prospering and demanding and he considered resigning his military post, despite the fact he also by this time had an ardent supporter in Sir Sam Hughes, then minister of militia for Canada. But he didn't resign and when war burst upon the world, despite his lack of professionalism, Currie was given command of an infantry battalion, the 50th Scottish.

He was offered a brigade at Valcartier, Quebec. Again he hesitated, this time because his business now was in desperate straits and he was faced with bankruptcy. But he decided for the army and in September, 1915, he was promoted major-general in command of the famous First Division.

It took him just three years to progress from the militia to command of the Canadian Corps. And he was only 40 when he led his troops at the Somme and Vimy Ridge where they distinguished themselves and won prestige for Canada — and for Currie.

He won new stature by his appointment to McGill in 1920 and as a director of several large Canadian companies.

But in 1927 he was called upon to defend himself in the courts against gossip that claimed he had wasted Canadian lives at Mons. He won the court case, cleared his name but lost his health in this last battle. And he died in 1933 at age 58.



Field guns of 5th Regiment and militiamen drew crowds to exercises on Macaulay Plains in 1910.

Our 61st Year Since
Incorporation . . . Growing
With and for Greater Victoria
And Vancouver Island



In Canada's 100th
Anniversary Year As
A Nation . . . Here Stands
One Of The Fastest-
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In The Country

SAANICH Sixty-Seven

REEVE

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COUNCILLORS

William C. Campbell
Edith R. Cuning
Digby R. Kier
Edward Lum
Alan J. H. Newberry
William A. Noel
Leslie H. Passmore
Harold C. Todd

Now . . . In Canada's Centennial Year, the Corporation of the District of Saanich is attracting considerable attention throughout British Columbia. Already the largest Municipality in Greater Victoria, Saanich has for the past 3 or 4 years entered fully into a transitional stage from its previous role of a mixed rural and urban area into a dynamic community, and through increased services, increased recreational facilities and sound municipal leadership is preparing to meet the needs of the population growth certain to come, as 80% of the area's expansion must be towards Saanich!

- ★ Largest Municipality in Greater Victoria
- ★ Fourth Largest Organized Area in British Columbia, in terms of population
- ★ Entering new phase of impressive activity in Planning, Construction and Beautification

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A Place of 'Red Softness'

By ARTHUR H. STOTT

FOR half a century or more Victorians have made appointments to meet at "the hotel".

They arranged to dine together at "the hotel". They held their important balls at "the hotel".

They attended meetings, staged festivities, conducted musical events—and, in a more recent ersatz drive to capitalize on the "little bit of old England" motif, have had tea and crumpets at "the hotel".

"The hotel" is, without further definition, the Empress. Social centre, first class hostelry, prestige venue, it took over the character of Victoria as completely as the Boston Ivy engulfed its own brick walls.

Yet when the Canadian Pacific was dickering for the Esquimalt and Nanaimo Railway at the dawn of this century, and the big company promised "the hotel" to win favor in the capital, some Victoria businessmen virtually yawned.



Col. J. S. Dennis, sent here by Lord Shaughnessy to explain CPR proposals, included the promise as part of the development plans outlined to the Board of Trade. The reaction was old Victorian.

An elderly black-whiskered gentleman in the back row rose to remark that the citizens of Victoria had been quite happy for many years without the assistance of the Canadian Pacific Railway Company.

They could play cricket Wednesday, golf on Tuesday and Thursday if they wished, and they did not think they desired the Canadian Pacific or any of their development schemes. Loud applause greeted his announcement.

But by 1903, others had asked Shaughnessy to build the hotel. A year later the Tourist Association of Victoria was beating the drums for passage of a bylaw by which the city would give the company certain tax

concessions, and a year after that the hotel was under construction.

So began the Empress, rising above foundations supported by piles driven through the fill of the recently reclaimed James Bay mudflats—the complementary architectural decoration to the Legislative Buildings in the picture book Inner Harbor.

Here was a building to rival in sumptuous elegance, dignity and distinction the famed hotels of the Continent. The grand opening of the original unit of 180 rooms on January 20, 1908, made local history.

The structure, backed by CPR funds and publicity resources, grew with the addition of the 74-room first north wing in 1910, the south wing of 100 rooms in 1913 and the new north wing of 273 rooms, with vice-regal and other de luxe suites, in 1929.

The crystal ballroom, where generations of Victorians have danced at the principal balls of the season, caught instant approval in 1912. The gardens achieved their own magnificence. The atmosphere of the hotel claimed praise from international visitors.



Kings and queens have graced its halls—the most notable King George VI and Queen Elizabeth on the memorable royal visit in the late days of a gracious age that ended with Munich and the Second World War.

More bizarre was the earlier visit of King Prajad-

hipok, of Siam, and his suite, a personage and an occasion which left the city slightly incredulous from its introduction to Oriental majesty. He favored the hotel staff with presents of dollar watches.

Other members of royal families have rested and been entertained there, along with reigning figures of finance, statecraft, business, entertainment, the arts, including legitimate theatre, concert platform, Hollywood and the television world.

And always "the hotel" has provided its accommodations with the suave, though human, competency of a house that honors the

reputation which has grown around it in an air of dignity.

Before the Empress, Victoria achieved red plush elegance in the Driard House, which passed into the hands of David Spencer in 1910 for his store and is now the home of Eatons.

This was a house known throughout North America and favorably compared to the swanky hotels of San Francisco.

From the day that Sotheby's M. Driard, a stocky, bushy-haired Frenchman with a sweeping moustache, bought the premises of the old George Hotel in 1871 for \$5,000, enlarged and renovated the premises and

opened them as the Driard on May 4, 1872, this was the centre of luxurious accommodation and dining in Victoria.

Each of its 34 rooms contained a fireplace, according to the plans drawn that year and, when necessary, the building could house 100 guests.

The popular proprietor and owner was spared but a short time to preside over its excellence.

His death in 1873 brought sorrow to the community which had appreciated his charitable works and valuable service in such organizations as the Freemasons, Pioneers and French Benevolent Society.

In quick succession the house was run by Mons. Cazaban and then Lucas and Redon, who were in charge when fire destroyed the upper suites in October, 1882.

Restoration led to further extension, over the Victoria Theatre, the addition of 109 new rooms and the updating of facilities in 1886. By 1892 the "new" five-storey Driard, with 225 rooms, had been expanded at a cost of \$275,000. This was the building called by Emily Carr "Victoria's top grandness," a place of "red softness."

The architectural skill of John Teague went into its planning, Weller Bros. pro-



The Driard House was a showplace in Victoria of early days, noted for its plush lavishment and cuisine.

vided rich furnishings. The rooms had their own baths, with hot and cold water, electric repeating service bells and electric light.

The plumbing alone ran to \$30,000. The dining room breathed sumptuous luxury. The bar was a gleaming showplace where important men of the day could enjoy the social amenities and, if they wished, talk business and politics.

But if this was magnificence on a cosmopolitan scale, comparable excellence was provided in other establishments at a distance from the city centre.



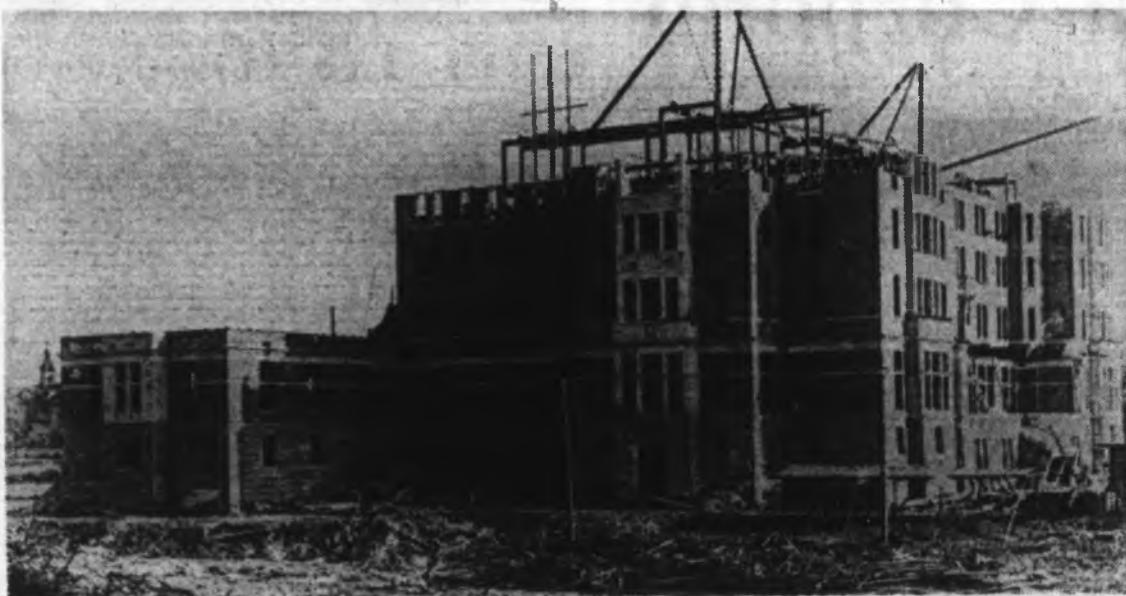
At Oak Bay, John Virtue ran the Mount Baker, brief resting place for the Duke and Duchess of Cornwall and York, later King George V and his queen, who sojourned there in the fall of 1901—guests at the hotel

because Carey Castle, residence of Lieutenant-Governor Sir Henry Joly Lotbiniere, had burned prior to the royal arrival.

But the regal appointments of this hotel with its sweeping view of the strait, the mountain beyond from which it took its name, lasted only another year to bask in the glory of its royal patronage. Like so many other hostels, it was destroyed by fire in the autumn of 1902, nine years only after its formal opening across the road from what is now the Marina.

John Virtue lost little time in conceiving a new house, the Oak Bay Hotel, designed by internationally renowned architect F. M. Rattenbury. Once beyond the planning stage its walls rose quickly

Continued on Page 21



The Empress Hotel project roused no enthusiasm in Victoria originally, but eventually won the citizens' hearts. This photograph, from the collection of the late Dr. A. J. Garesche, shows initial construction on the filled mudflats of James Bay.

Victoria's Shoe Fashion Centre — Since 1899

There is something unique about Munday's! Since 1899, when our store opened with a few lines, Munday's has been a locally owned and operated firm . . . Victoria people, serving Victoria women with the pick of the world's finest footwear. Operating independently has been a great advantage to Munday's, making it possible to establish contact with the leading shoe designers of many countries and bring their creations to Victoria's adoring women!

1967

Modern as tomorrow, Munday's popular store offers this galaxy of fashion footwear . . . names at the top of today's list of internationally prominent shoe designers. It is no wonder that we have maintained leadership in shoe fashions in Victoria for so many years. These distinctive labels embrace the type of shoe for every activity of our very large and growing clientele. . . wispy little bits of shoes . . . high fashion footwear . . . shoes for sports . . . professional shoes. We are proud to offer them to YOU . . . our very important customer!

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SHEWANIGANS

Carezza

FLORSHEIM

THE CLINIC
SHOE

First Tent Beds, Then Luxuries

(Continued from Page 20)

some distance north of the Mount Baker for the formal opening in 1905.

This was the haven to which came Rudyard Kipling and here he expressed the glowing tributes to Victoria's beauty that are part of the capital's authentic folklore.



Later the hotel, its famous wine cellar gone, became the Old Charming Inn. In recent times it has made way for the high-rise which carries Rudyard Kipling's name and contains the desk at which he once wrote.

Elsewhere in Victoria, hotels of distinguished name enjoyed transient glory. The Dallas, on the waterfront, provided residential comfort and magnificent views for generations of visitors to this part of the world.

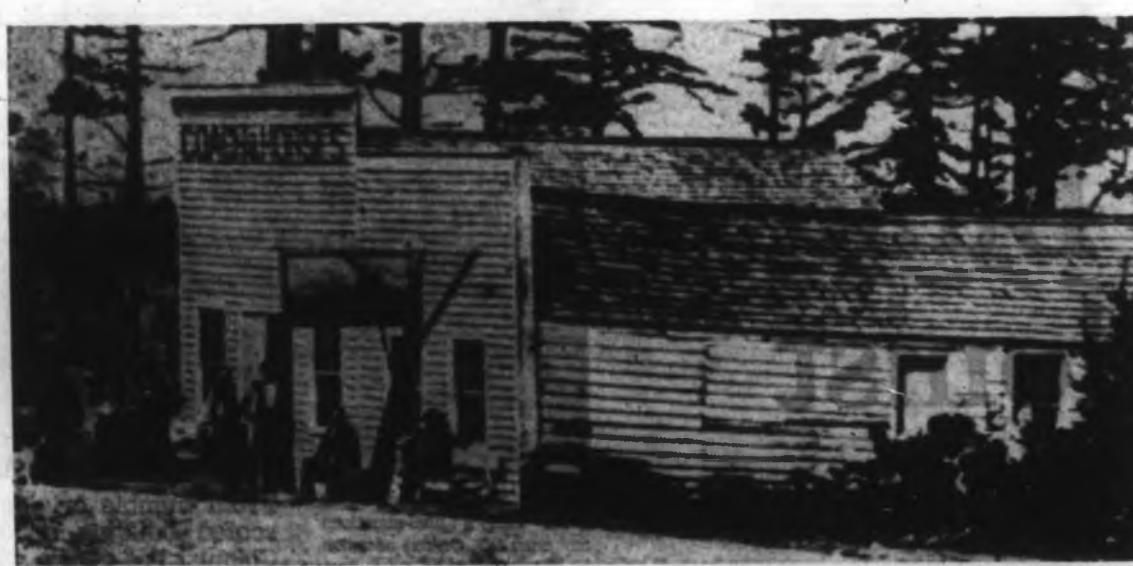
At Beacon Hill, close to the Carr property, the Park enjoyed a turbulent history indicative of the boisterous life of its proprietor William Lush. His death, apparently by his own hand, left police studying the dregs of a whisky glass containing a white substance believed to be strychnine.

Along the road to Esquimalt a resting place provided rude comfort for the wayfarer at the Coach and Horses, whose origins date back to the 1860s.

Downtown the Occidental, like a host of other houses, enjoyed days of transient glory, splendid in their heyday but waning to futile existence in years between the wars.



The story of Victoria hotels ranges from the comparative squalor of tent dormitories set up to house the exploding transient population of men heading for the goldfields, who



Some of the old-time hotels were primitive, like Esquimalt's original Coach and Horses, a popular stopping-place for transients between the naval base and Victoria.

transformed Sir James Douglas' settlement into a roaring boom town, up to today's efficient and impressive high-rises and modern travel lodges.

In the years between came houses of varied reputations. Some blossomed in restrained comfort and seaminess. Some enjoyed a flamboyant popularity,

noted more for their bars than quiet residential excellence.

If their glories have faded, some hint can be found of vanished small splendor in

an ornate cornice on a downtown street, or more frequently, in the lines of an old newspaper describing fires whose ashes are long cold.

Five Constables

6,000 People Had 85 Bars

In 1865 in Victoria there were 6,000 people and 85 licensed drinking spots. And in the whole colony of Vancouver Island there were only seven policemen—an inspector, a sergeant and five constables.

On August 30, 1865, it was reported that 51 children were attending school at Nanaimo—all of them in room measuring 23 by 16 feet.

A splendid new stage coach was built in Victoria in 1865 for use by travellers to the Cariboo gold towns. Built by Duck and Sandover, it would accommodate 16 persons "on a pinch," the British Columbian reported.

Nanaimo was first named Colville Town after Hudson's Bay Company deputy governor Andrew Colville. The present name was adopted from the Indian Sney-mo, "a big strong tribe," referring to the collective strength of the series of villages in the harbor.

The Royal Engineers landed first at Esquimalt then were transferred to a camp on the Fraser River which later was named Sapperton and became a suburb of New Westminster.

The first settlers to take up land on Salt Spring Island arrived in 1859.

The first house on Salt Spring Island was erected in 1859 at Ganges Harbor for Thomas Henry Linker.

Charles Taylor in 1863 was the first homesteader in the Alberni area. The Taylor River there honors his name.

In January, 1862, the temperature fell to eight degrees below zero in the Alberni Valley and the canal was frozen 10 miles from its head.

Alert Bay was named in 1860 by Captain Richards of HMS Plumper. It was named after the 17-gun screw corvette HMS Alert.



In 1868 Alice Woods of Victoria married Kincolith missionary Robert Tomlinson and departed for the north coast in a Haida canoe—a 24-day journey. Mrs. Tomlinson's first name was given to Alice Arm, a mining settlement near the B.C.-Alaska border.

The demolition of the original Hudson's Bay Company fort at Victoria was finally completed by 1864.

Three small islands in Victoria harbor were named for officials of the Hudson's Bay Company in England—Pelly, Colville and Berens.

Vesuvius Bay on Salt Spring Island perpetuates the name of HMS Vesuvius, a paddle sloop of 976 tons which was in service against Russia in the Black Sea in 1854-56.

Berlin-born civil engineer and architect Hermann Otto Tiedemann designed the Fisgard Lighthouse and the original legislative buildings at Victoria.

HM frigate Thetis, 36 guns, 1,450 tons, served on Esquimalt station 1851-1853. She was later traded to the Prussian government for two small paddle steamers.

The cutter yacht Templar was wrecked in Foul Bay at Victoria in 1862. Templar Channel, Clayoquot Sound, bears her name.

A Banquet for a Quarter in 1896

How did the diner fare at public eating establishments on Vancouver Island at the turn of the century?

The menu at Nanaimo's Central Hotel restaurant, from noon to 3 p.m. on Christmas Day, 1896 offered:

"Mulligatawny soup, tenderloin of sole, breaded, with Tartar sauce; boiled mutton and sauce piquant, celery and salad Italienne; for entrees, a choice of beef tongue and tomato sauce, oyster patties, veal chop a la Italienne, roasts, sirloin of beef and brown potatoes, leg of veal and bacon, turkey and cranberry sauce; goose and apple sauce, boiled or mashed potatoes, string beans and turnips."

Desserts included plum pudding and brandy sauce, hot mince pie, lemon cream pie and assorted fruits.

The price for the meal was 25 cents.

At the elegant "Ladies and Gents Dining and Oyster Saloon" of the New England Bakery, Victoria, you could pick three 12 1/2-cent dishes for 25 cents.

And for 12 1/2 cents the diner could make his choice among plain beefsteak, pork chops, liver and bacon, mutton chops, veal cutlets, fried ham and bacon, roast of beef, mutton, veal, pork or lamb.

If the choice was fish, 12 1/2 cents bought salmon, halibut, colichens or smelts. Vegetables, for the same charge, included green peas, cabbage, cauliflower, string beans, tomatoes, asparagus, spinach or corn.

Pies—mince, apple, plum, rhubarb, blackberry or gooseberry—as well as puddings, cakes, jelly or apple fritters, also cost 12 1/2 cents.



First photograph of a nearly completed Empress Hotel, shows the structure that filled Victorians with pride. Later three new wings were to be added, making it the unique hostelry it is today.

In Old Victoria

'Paltry' Loot Scorned

Police court news of 100 years ago was no more elevating than it is today.

Here are some samples of court items culled from the newspapers of the day:

A CHARGE DISMISSED—John Scott was accused of having stripped the horse of a countryman of a saddle and blanket, while the owner was in a house drinking. Scott was found with the articles in his possession.

He was only liberated from jail on Monday, having served a term of imprisonment for selling whisky to Indians.

Scott, through his attorney, pleaded that he found the saddle and blanket lying on the street, beneath the horse, and that

he only picked them up to make a bed for himself in the bushes.

The prisoner tearfully scorned the insinuation that he would steal anything, especially so "paltry a thing as that" (pointing to the saddle), and said he was no jailbird.

The magistrate, moved by his eloquence, discharged Scott "without a stain on his character."

(Scott's eloquence failed him two days later, when convicted of selling liquor to Indians—\$100 or four months.)

Peter Cargovitch was bonded to keep the peace for three months after his "unmanly and discreditable" act of throwing a cabbage at two actresses while performing on stage.

WHISKY SELLING—Juarez Demarta, a Mexican, was convicted Saturday of selling liquor to an Indian, and provided with board and lodging at colonial expense for the space of four months.

IN SERIOUS TROUBLE—Edgely and Co., merchants, of London and

Leeds, who had a branch in this city from 1862 to 1863, having lately fled, were accused of forging promissory notes to the amount of nearly a million dollars. Edgely has decamped, but his partner is in custody. The firm was represented here by J. C. Ridge and subsequently by W. H. Huskinson.



Celebrating 100 Years of Canada Confederation



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CANADA'S Centennial

1867 — 1967

CANADA — CONFEDERATION



REEVE R. T. BRYANT
Esquimalt

The residents of Esquimalt, the history of which dates back to the days of the first permanent white settlement of this coast, joins wholeheartedly with the rest of the Nation in celebrating Canada's Centennial Year.

Incorporated in 1912, much has since been accomplished in creating a picturesque and desirable residential area with the amenities and recreational facilities demanded by modern living. In addition, the Municipality is proud to be the home of the Navy's Pacific naval base and Army barracks and training establishments as well as one of the world's largest graving docks, an important ship building and repair yard and a growing number of light industries.

The residents have accordingly good cause to be thankful for the achievements of the early settlers and to look forward with confidence to the continued improvement and prosperity of this and its neighbouring Municipalities in the second century of our country's growth.

Corporation of the Township of ESQUIMALT

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A JAMES BAY LANDMARK FOR OVER 1/2 A CENTURY

Make your reservation at the Colonial Inn when you wish to improve your Centennial visit. . . and say time you want to enjoy a delightful dinner in a relaxing atmosphere. We offer a wonderful menu for breakfast, luncheon and dinner.

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From 1858 to 1967

Great Names Helped Build The Colonist

By ERITH M. SMITH

A cup of coffee, a telegraph key, a bicycle. This improbable combination once helped The Daily Colonist to achieve every newspaper's objective—to get the day's best story ahead of everyone else, a world "scoop".

However exciting, this was only an incident in annals of a newspaper which, having grown and flourished for more than a century, has compiled an impressive history of accomplishment and vital statistics.

Some of these are essential to any record of history, but certainly none would exist, nor would the paper itself, without the hundreds of individuals who have worked to create it.

It all began Dec. 11, 1858, when Amor de Cosmos brought out from a tiny structure on Wharf Street the first edition of The British Colonist. Subscription rates, it proclaimed, were \$5 a year; \$3 for six months; \$2 for three months; 25 cents per single copy. Advertisements cost \$5 per month for a one-column square of 12 lines.

First circulation figure noted was 200—a figure which had grown by 1861 to 4,000.



AMOR DE COSMOS
Founder of the Colonist,
and a dynamic reformer

A special edition published on the first Victoria Day—May 24, 1901—recorded that the Colonist was giving steady employment to 60 people, with \$60,000 a year paid out in wages.

Going back further into statistical history, the British Colonist switched in May, 1859, from a weekly to a tri-weekly, published Mondays, Wednesdays and Fridays. At the end of that year it expanded from four to five columns, purchased the Vancouver Island Gazette and put out The Weekly British Colonist, containing a summary of the week's news.

In August of 1860 the paper became a daily, publishing every day but Sunday and Monday—but shortly publishing six days a week.

During the middle 1860s de Cosmos decided to devote his time to politics and sold the Colonist to a group of five employees under the name of Harries and Company.

Successive owners were D. W. Higgins and T. H. Long; W. H. Ellis and A. G. Sargison; and James Dunsmuir, under whom the firm, The Colonist Printing and

Publishing Co. Ltd. was formed.

J. S. H. Matson took over in July, 1906, and on his death in 1931 control passed to his sons.

So much for the statistics. What sort of men brought all this about? A host of individuals, a host of types. They ranged from the turbulently colorful like Amor de Cosmos himself, who made their mark not only on the Colonist but sometimes around the world, to that larger group of men who brought their quiet talents to the paper's columns and often remained virtually unknown outside its doors.

First of the giants to follow de Cosmos was David William Higgins, a native of Halifax who arrived here at the age of 23 in 1858 from San Francisco—where he had already founded and sold The Morning Call.

Higgins was a man of boundless courage and faith in Victoria's future. End of the

Fraser gold rush brought real depression to the city in the late '60s but Higgins never doubted—and kept insisting—that good times would return. There were times when he didn't know where the next payroll would come from, but no one would guess this from his bearing.

It was this way when telegraph news first became available.

"How much?" he asked, and was told \$35 a week for the service.

"I'll take it," he said—and he probably had no idea at that moment where he would find the money.

Higgins was a man who got next to the news whenever possible. In pre-telegraph days news of the outer world came via travellers. Since they often headed for the bars as soon as they hit town, Higgins headed there too—and learned what was going on "outside."

His first assignment after amalgamation of the Colonist and Chronicle was typical of his front-line attitude to news.

A gun battle developed in the Inner Harbor between bands of Hydah and Stikkeen Indians (the spellings are of that day). They were shooting at each other from behind breastworks in a little cove where Island Tug and Barge is now located.

Higgins went to the scene and dodged bullets to get the story from the Hydahs' obliging chief, one Captain John, who seemed as much interested in the publicity as in winning his battle. The fight, incidentally, was finally halted by a combined force of Victoria police and British Marines from HMS Hecate.

In common with all newsmen of his day—and editors in particular—Higgins pulled no punches in criticisms of competitors or other-side poli-

ticians. The language used gives today's libel-conscious newsmen fits. On one occasion he was challenged to a duel (which was called off) and in September, 1878, was arrested following a fight with Robert Holloway of the rival Standard, having taken violent exception to something that gentleman had written.

Higgins was fined five shillings.

The home he built for his wife and family in the '80s, Regent's Park, still stands at the southeast corner of Fort and St. Charles.

Higgins was active in municipal affairs, became an M.L.A. for Esquimalt and later Speaker of the House. He remained a prolific writer some time after the turn of the century.

Henry Lawson became editor of the Colonist in 1888, coming west from papers in his birthplace, Charlottetown, and in eastern Canada. His daughter Marla, first a teacher, became one of Canada's first women reporters on the Colonist, then women's editor. For years she brought

From humble origins in a little, leaky-roofed building on Wharf Street, The Colonist has grown with its city for over 100 years.

to the paper a children's page that attained wide renown. She retired in 1934.

Most newspapers are happy to scoop their local rivals on a story. During Lawson's tenure the Colonist managed, through tenacious digging, to scoop every paper in the world and even the British War Office. This happened on Feb. 27, 1900.

Just after midnight that morning Frank Bowness, Western Union telegraph operator, closed down and went for a coffee on his way home. Remembering he had not turned off his key, he returned to his office and happened to brush against the key. It sounded in Seattle, and the American office came on at once to ask if he'd heard anything about Cronje surrendering in the South African war. Bowness said he'd check. He called Charlie Gibbons, aggressive city editor of The

Colonist, who checked with Harry Davy, then CPR telegraph operator and later operator at The Colonist for Canadian Press. Davy had also closed down, but Gibbons chased him home—by bicycle—to get a follow-up.

Reopening his key, Davy checked Vancouver. Nothing. The same at Montreal. At Camso where the Atlantic cable came ashore he found a key-comrade who said there was nothing for publication but a man in New York named Murray might have something.

Working in New York was one Gus Morris, who had served his apprenticeship in Victoria. Davy "talked" to him, for he was still at work despite the hour. Murray had the story, and could provide 1,500 words right away.

Thus, just in time for publication and ahead of every other newspaper—indeed, before the word had reached the War Office in London—The Colonist was able to print the good news of Cronje's capitulation in the Boer War.

"Fiery, independent and scholarly," Charles H. Lugin succeeded Lawson, coming to the paper under the ownership of James Dunsmuir, then premier.

Another man who pulled no punches, he quit in 1902 over a difference on policy with Dunsmuir, but returned in 1906 when the paper was purchased by Sam Matson.

By this time The Colonist was occupying its fourth home in the city. From the "leaky shed" on Wharf Street it had moved in 1864 to Government Street; then in 1883 to a new building on Government between Fort and Bastion, and in 1898 to its long-time location at 1211 Broad, under the famed tower.

Matson built an addition on the north side in 1907, and in 1926 bought the McGregor block on the south, at the corner of Broad, to accommodate enlarged facilities and staff.

Lugin was also a Maritimer, born in Fredericton, N.B., and a teacher, lawyer and author of adventure yarns before moving west to work on Seattle newspapers.

He practised law during his four-year absence from the Colonist, but when he returned it was to stay at the helm until his death in 1917.

In the four years of Lugin's absence R. Edward Gosnell was editor—a man who became British Columbia's first legislative librarian.

secretary to the premier, and first B.C. archivist.

Succeeding Lugin as editor was Charles Swayne, native of Dublin, who worked on London's Daily Mail but came to Victoria in 1906 for his health.

Swayne was followed by another Irishman, W. Sandham Graves, a First World War pilot still living here in retirement.

The story of the Colonist's yesterday's would not be complete without mention of one of the most colorful men to contribute to its columns—J. F. Bledsoe, who lived to be interviewed for the paper's 90th anniversary edition in 1948 after serving as a reporter through the years before and after 1900.

John Bledsoe was 94 when the Colonist was 90. Born near the Mason-Dixon line in the United States, he was left homeless by the U.S. Civil War.

The boy settled down for a time, obtained some education from a small-town school-teacher, started work in 1875 for a newspaper in Cherry Creek, Col., better known today as Denver.

An interest in "rocks" brought him a job as guide for a mineralogist, and they went adventuring into Wyoming and beyond to the Sweetwater country, finding jade and agate on their way.

One day a company of U.S. cavalry rode into camp, and the captain advised them to get away to Fort Laramie on the double.

Because they took his advice, Bledsoe and the mineralogist missed sharing in the Custer massacre—an event that occurred short miles from their campsite.

Bledsoe came to the Colonist in 1892 and by next year, at the time of the Kootenay gold boom, was mining editor. Years later he had fascinating stories to tell of his time and colleagues on the Colonist.

One of these, C. Del Smith, was an expert stenographic reporter with one peculiarity: his degree of sobriety when reading his notes had to match exactly his degree of sobriety when writing them. If he took notes when tipsy he could only read them back, and write his story, when equally tipsy. The same if he was sober at time of writing. This situation, Bledsoe recalled, required on occasion some expert "treatment" by fellow-staffers to get Smith back to the correct condition for writing his story.

Looking back from this Confederation Year, it would appear that all the really colorful newspaper men lived in the past. Yet perhaps, if we think about it, there are some today who in years to come will share their spotlight as fascinating personalities who have helped bring the Colonist to Victoria doorsteps over the years.

Whole World Mourned

Where luck and perseverance combined at the turn of the century to give The Daily Colonist a world scoop on a South African war story, a combination of time and preparedness gave the same paper a 24-hour beat on all Canadian papers on one of this century's major news developments.

Because the Colonist, alone in Canada publishes Sunday mornings, it was a full day ahead of other papers in telling its readers:

Man of Century Now Giant of History

CHURCHILL LOSES LAST FIGHT

It was not a story that anyone relished—but it was inevitable that this man who left such a mark on his era would die, and that newspapers should point the way in mourning and tribute to one whose courage, determination and gift for inspiration brought him close to the hearts of millions who never even saw him.

Winston Spencer Churchill died, following a long illness, at about 8 a.m. London time, Jan. 23, 1965.

It was midnight Saturday on the Pacific Coast, and thereby The Colonist had its 24-hour headstart on the story. By that hour the paper was all but ready to print, but newsroom men and composing room staff combined to make over prepared pages and add others.

This involved making over the front page, to include the eight-column banner quoted above. It meant making over the editorial page, already hours in print, to place at its head a black-bordered editorial of tribute which was also already in type, written in advance against the time it would be needed.

Four pages were added to that Sunday paper, pages of biography, history and Churchill pictures which also had long been waiting in type.

Still other pages were remade to include tributes by major advertisers.

The Colonist brought the first printed word of Churchill's death to its readers, but did so with no feeling of making a scoop. Rather, this was an event to be recorded with the care and respect due to a man whose stature in the world may never be equalled, and who won a unique spot in the hearts of all who lived in his time.

We Join in Offering Congratulations on the 100th Anniversary of Canadian Confederation.



William Findlay

Ken McLaren

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100th ANNIVERSARY

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Flowers say so many things!

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Our years of knowledge in the florist industry enables us to give you the "special" service and advice you need when selecting the appropriate floral arrangement. May it be for an anniversary... birthday... or a thank-you, our experienced and courteous staff will help you.

At this time we would like to extend our thanks to our many friends and customers for your continued patronage. It has been a privilege to serve you.

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It Was No Place for City Boys

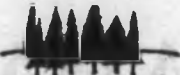
By PETER MURRAY

WHEN he was 18, William Fullerton Gibson tried to buy a life insurance policy and was turned down. A doctor told him he had three years to live.

So, with apparently nothing to lose, young Bill Gibson left the quiet Ontario village of Ancaster and set out west.

History has not recorded what became of the doctor or the luckless life insurance salesman, but Gibson defied their gloomy forecasts for his future and won fame as one of British Columbia's great pioneers.

He founded a family dynasty that controlled a multi-million dollar industrial empire built on logs.



While Bill Gibson and his four sons were active in many enterprises, it was as loggers and lumbermen they began and forestry was always the cornerstone of their success story.

The Gibson saga serves well to illustrate the growth of Vancouver Island and B.C.'s forest industry from its ox-team and skid road days to the era of the forest management licence and automated mill.

Those ox teams plodded a path to riches for this province. The 1966 estimated production of the forests industry was a record \$1.37 billion. It is the top industrial money maker for our people and lumbermen say that 46 cents out of every dollar earned in B.C. comes from the forests.

The fact that about 52 per cent of our productive forests are under sustained yield guarantees future generations continuance of this rich bounty.

Bill Gibson arrived in B.C. in 1893 and after spending some time in the Yukon got his first look at the west coast of Vancouver Island as a timber surveyor in 1907.



He soon recognized the opportunity for men with energy and imagination. Eight years later he returned alone and set up camp at Ahousat.

It wasn't long before he sent to Vancouver for two of his young sons, Clarke and Gordon.

Gordon was only 13 and friends of the family told the father it was wrong to shut his children off in the wilderness. "My children aren't going to be city boys," Gibson replied. "I want them to handle boats, fish, log and be independent."

Years later, after he had become a member of the provincial legislature, Gordon acknowledged the value of his rugged education by declaring:

"I've only wasted six years of my life—those years between the ages of six and 12 when I went to school."



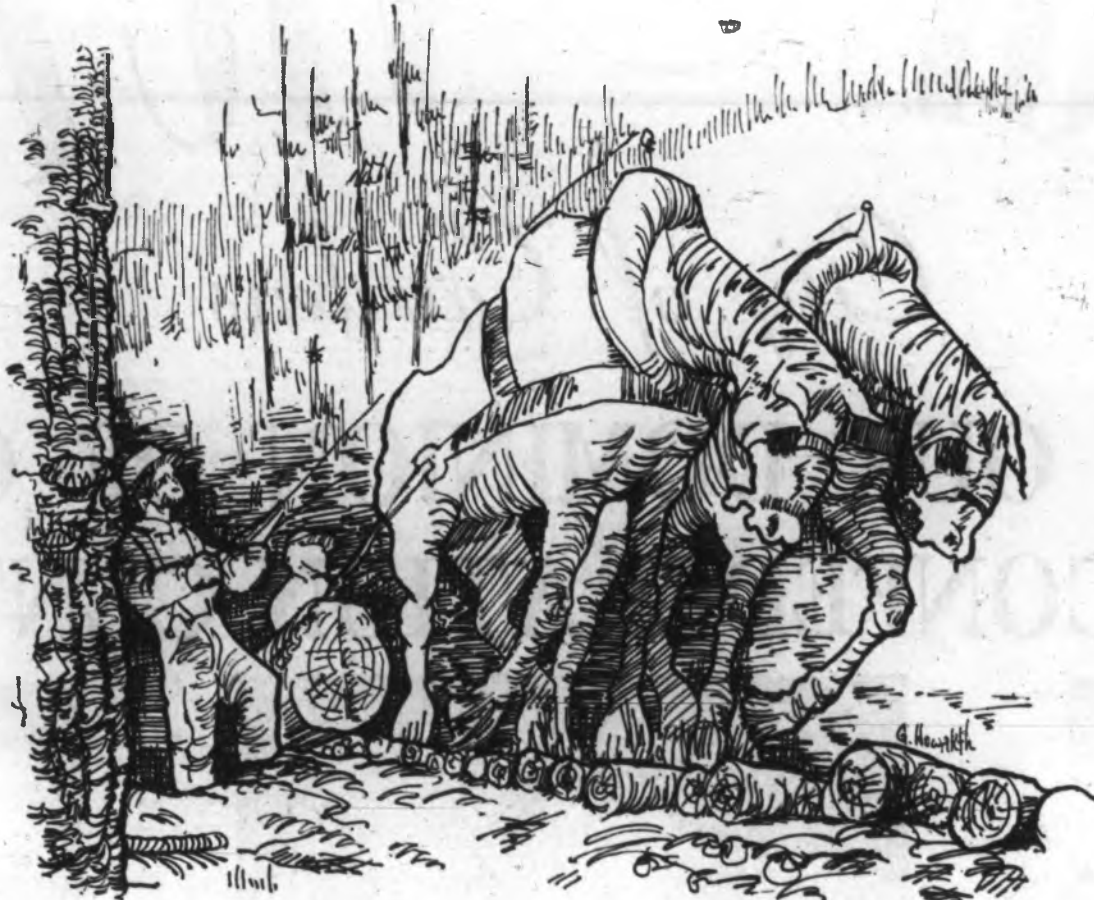
"Gordon sat 14 years as a tempestuous Liberal MLA for Lillooet and North Vancouver."

A 20-foot Norwegian-built boat, the Meander, was the Gibson home while they erected some buildings ashore. The family homestead was completed within a couple of years when it was joined by Mrs. Gibson and the two younger children, Earson and Jack.

Gibson pre-empted 120 acres of nearby timber in 1918 and with the boys helping to hew logs for the foundation, he built their first tiny sawmill on Matilda Creek.

At first they cut only "stumpers," trees that stood so close to the shoreline they fell directly into the sea when they were toppled. The logs were towed to the sawmill behind the Meander.

Clarke helped in the mill while Gordon took charge of the hand-logging.



When the stumpers were all taken Gordon went to Alberni to get two horses to drag the logs through the woods. His father's meagre capital had almost run out by this time and when one of the horses died the future for their one-horse show looked bleak.

Gordon went to the Indian Mission and persuaded them to part with a bull which he hoped to team with the horse. But the two animals refused to pull together and that plan had to be abandoned.

Back he went to the Mission to get a second bull in trade for some lumber, and Gordon rode herd on the pair of bellowing bulls for the next six months.

"It was the only one who could swear enough," is his explanation for his success as a bull-driver.

The animals fought stubbornly with each other and with Gordon and eventually were turned into beef for the family pantry.

It was time now for the operation to modernize and let machines do the work of animals. With the aid of a pioneer west-coast machinist, John Darville, the Gibsons put together their first donkey engine.

For power they took the Meander's 10-horsepower gas engine. There was only one drum on the donkey and the cable had to be pulled out to the logs by one horse power—a live one.

The Gibsons cut cedar shingles and shipped them to Vancouver on the CPSS Princess Maquinna.

Making herring boxes was another facet of their expanding business and they employed 16 local Indians at this trade.



In 1923 Clarke went out in a fishboat and for the next 10 years the family devoted most of its time to the fishing industry, including construction of a cannery and reduction plant.

Elsewhere on Vancouver Island the logging industry continued to expand as it had from its beginnings in 1778 when Captain Cook and his crew cut down one of the west coast's needle-straight trees for a new ship's mast.

By 1790 the first "export trade" had begun as other explorers took aboard extra spar trees for sale when they returned to home ports.

The Hudson's Bay Company built the territory's first sawmill in 1846 at Parson's Bridge in what is now Colwood.

The first export sawmill was put up at Alberni by Capt. Edward Stamp, who later moved his operations to Burrard Inlet.

It was an age when great ingenuity was needed to move

the logs from the forest directly to the mills or to tidewater.

The early hand-loggers used a crude jack to shift the heavy logs. Whale oil was spread on the wooden skids to make the peeled logs slide more easily behind the bulls or horses.

In the Cowichan Valley the river was used to float logs to the sea. Flumes were constructed in more difficult areas to utilize water power.

Considering the hardships, transition was swift through the stages from ox team to steam donkey, planked roads, railroads, and finally diesel cats and trucks.



Always the secret to success was solving the problem of transportation.

Their experience in the fishing industry gave the Gibsons family valuable knowledge about ships and the sea that enabled them to take the lead in the movement of forest products.

William Gibson died at Ahousat in 1933. The next year the sons bought a 2,000-ton, five-masted windjammer in a court sale at Vancouver for \$2,500. Everyone thought they were mad, but the Malahat proved to be a shrewd investment.

A sturdy vessel, built in Australia for the lumber trade, she had found employment off North America as a rum-runner, an occupation that led her eventually into court receivership.

The Gibsons now obtained a contract to carry logs from the Queen Charlotte Islands to Powell River, which had previously been done by raft, an uncertain method in the wild weather of Queen Charlotte Sound.

Under Gordon's supervision, the Malahat's crew swung aboard logs weighing as much as 25 tons with an 80-foot boom powered in the ship by a steam donkey.

For three years the Malahat made 25 trips each year regardless of the weather.

When the Powell River contract ran out the Gibsons went back to the west coast and bought a stand of timber on Malkope Inlet. In six weeks a new floating camp was ready and production began.

Clarke travelled in the Malahat and supervised unloading at Victoria. Gordon was head-tender on the logging operation, Earson ran the donkey engine and Jack operated the store and looked after the books.

In 1937 the brothers moved to Muchalat Arm in Nootka Sound. The Malahat was converted to a towing barge, along

with another sailing ship acquired by the Gibsons, the Forest Pride.

Two years later another move—to Tahsis Arm. This time the ingenious brothers bought an old North Vancouver ferry, put out of action by the new Lions Gate Bridge, to use as a camp.

The top deck was transformed into a bunkhouse while the main deck was divided into cookhouse, drying room, machine shop and blacksmith's shop.

With the war came a demand for clear spruce to be used in plywood for, among other things, the Mosquito bomber. Gibson Brothers were given a contract by the federal government to procure spruce.



There were few large stands in one place and they were forced to set up a number of separate camps along the coast. During the next three years they delivered 26 million board feet.

At the war's end in 1945 the Gibsons began construction of their own export sawmill at a 10-acre site on Tahsis Inlet and another at Alberni where deep-sea freighters could load at wharfside.

In 1953 the brothers sold the Tahsis development and most of their other logging interests to the East Asiatic Company and began to pursue individual interests in business and politics.



"Jack served for a time as an independent member of parliament for Comox-Alberni."

Jack served for a time as an independent member of Parliament for Comox-Alberni, while Gordon sat 14 years as a tempestuous Liberal MLA for Lillooet and North Vancouver.

Still bursting with energy and ideas, Gordon purchased a large tract of land on the Hawaiian Island of Maui and has developed a million-dollar tourist resort and ranch there.

He'll never really retire. A bit of doggerel on the wall of their head office summed up the family creed.

"If you stop to consider
 The work you have done,
 And to boast what your
 Efforts are worth, dear,
 Angels may come for you,
 Willie, my son,
 But you'll never be wanted
 On earth, dear."



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Alderman



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Alderman



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LLOYD CLARKSON
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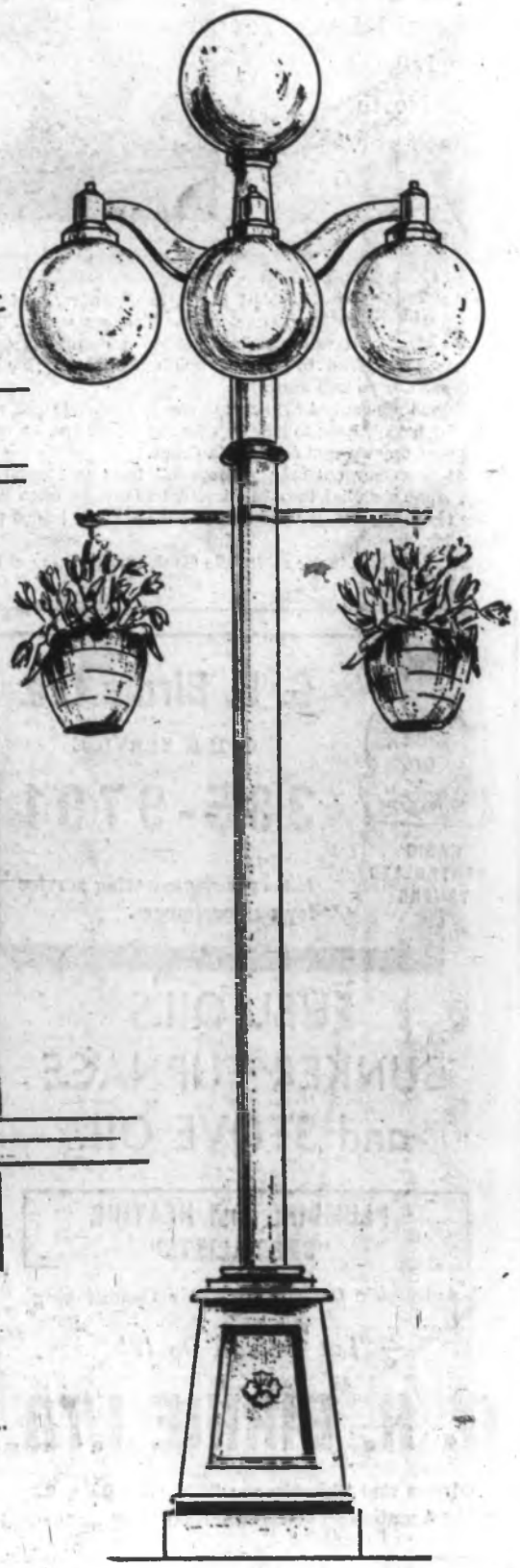
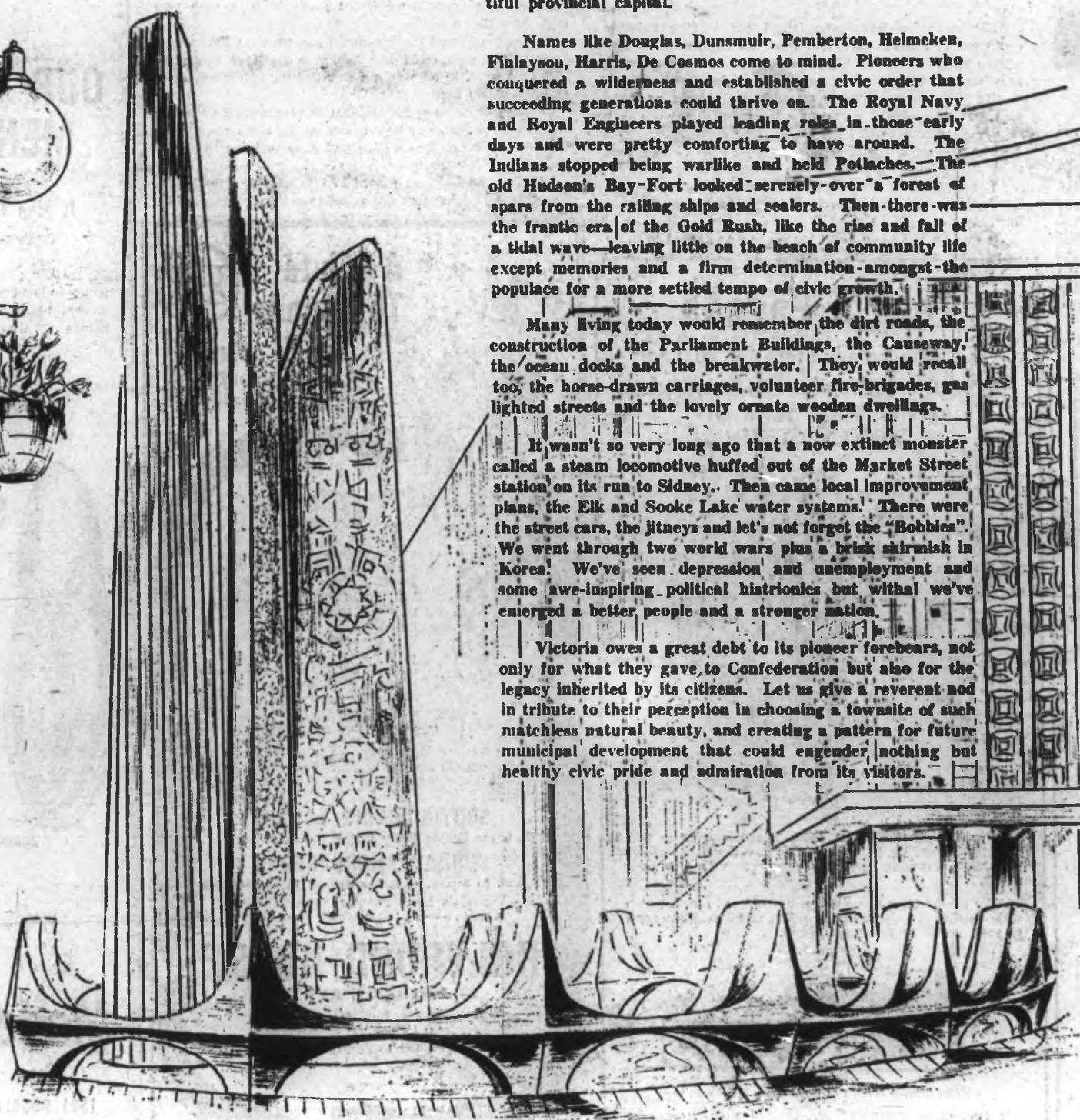
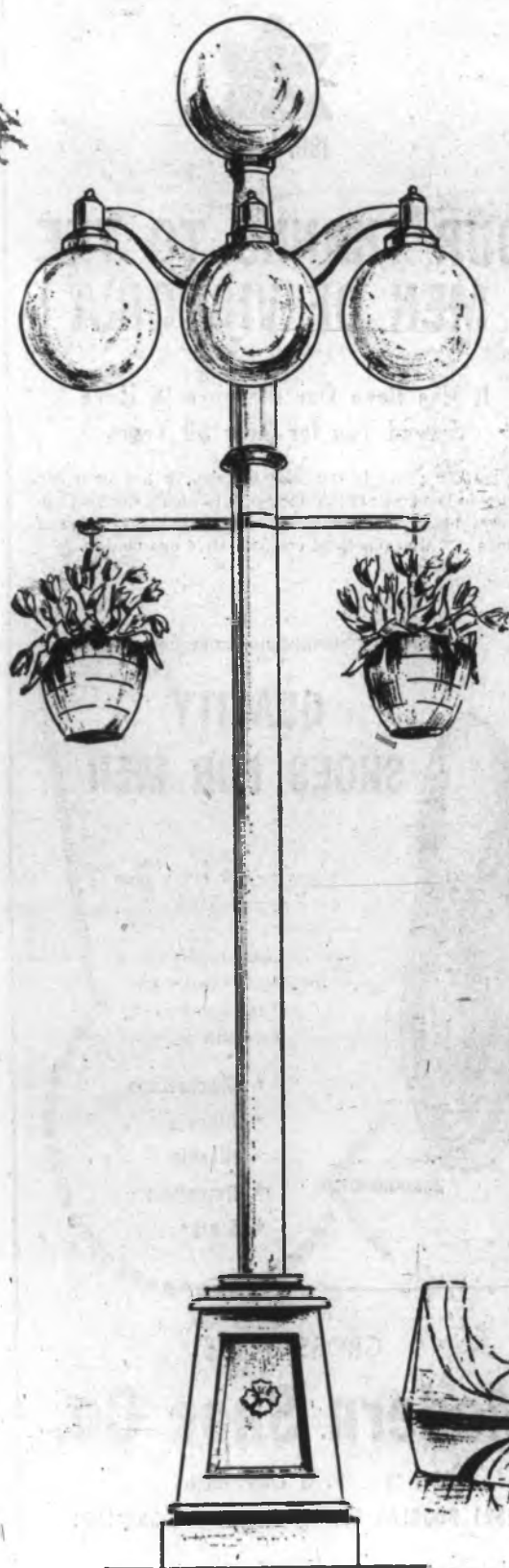
Looking back over a hundred years of Confederation, and for Victoria, one hundred and five years as an incorporated city, we can reminisce with some pride on our evolution from raw brawling stockaded frontier to a beautiful provincial capital.

Names like Douglas, Dunsmuir, Pemberton, Helmcken, Finlayson, Harris, De Cosmos come to mind. Pioneers who conquered a wilderness and established a civic order that succeeding generations could thrive on. The Royal Navy and Royal Engineers played leading roles in those early days and were pretty comforting to have around. The Indians stopped being warlike and held Potlaches. The old Hudson's Bay-Fort looked serenely over a forest of spars from the sailing ships and sealers. Then there was the frantic era of the Gold Rush, like the rise and fall of a tidal wave—leaving little on the beach of community life except memories and a firm determination amongst the populace for a more settled tempo of civic growth.

Many living today would remember the dirt roads, the construction of the Parliament Buildings, the Causeway, the ocean docks and the breakwater. They would recall too, the horse-drawn carriages, volunteer fire brigades, gas lighted streets and the lovely ornate wooden dwellings.

It wasn't so very long ago that a now extinct monster called a steam locomotive huffed out of the Market Street station on its run to Sidney. Then came local improvement plans, the Elk and Sooke Lake water systems. There were the street cars, the jitneys and let's not forget the "Bobbies". We went through two world wars plus a brisk skirmish in Korea. We've seen depression and unemployment and some awe-inspiring political histrionics but withal we've emerged a better people and a stronger nation.

Victoria owes a great debt to its pioneer forebears, not only for what they gave to Confederation but also for the legacy inherited by its citizens. Let us give a reverent nod in tribute to their perception in choosing a townsite of such matchless natural beauty, and creating a pattern for future municipal development that could engender nothing but healthy civic pride and admiration from its visitors.



The Daily Colonist.

VICTORIA, B.C., FRIDAY, JUNE 30, 1967—CENTENNIAL EDITION—Section D

The Sea of Mountains



Becomes a Treasure Hoard

Mountain Photo—B.C. Government Travel Bureau

Vancouver Skyline—Pacific Press Ltd.

B.C. Booms Into Second Century

Power Unlocks the Doors To Ever Richer Future

By HARRY YOUNG

When John McLoughlin, factor of the Hudson's Bay Company post at Fort Vancouver, on the Columbia River, told the British government in 1846 that what is now British Columbia was "not worth fighting for" it could have been claimed for many subsequent years that he was economically right.

The pioneer HBC factor at that time was faced with the United States invasion of the Pacific Northwest that was shortly to remove the British influence first from the area that is now Oregon and later the present State of Washington.

To the north the Great White Eagle, as John was known to the natives, saw nothing but "Christmas trees and rocks." With the equipment and know-how that existed in 1846, British Columbia then must have appeared a very bleak prospect indeed.

This attitude about British Columbia continued for many years, and in 1871 an English newspaper wrote about Canadian Pacific's great venture to provide Canada with a coast-to-coast railway:

"The Canadian Pacific will run, if it is ever finished, through a country frostbound for eight months of the year and will connect with the western part of the Dominion, a province which embraces about as forbidding a country as any on the face of the earth."

It added "British Columbia is a barren, cold, mountain country not worth keeping. Fifty railroads could not galvanize it into prosperity."

While it is true the subsequent gold rush to the Fraser River sandbars, and then to the Cariboo and beyond, did give British Columbia a temporary fillip, the fact remains that it was not until one hundred years after the Great White Eagle made his famous remark, that any real development took place in all the vast area of northern British Columbia.

Indeed when the San Franciscans, Chinese and other gold diggers of the middle nineteenth century had cleaned up the river beds and left their ghost towns behind them, northern B.C. was returned to nature. Trappers and prospectors knew that great wealth abounded—but it was not the wealth that could be economically developed at that time.

I have spoken to old prospectors who knew many years ago where there were mountains of rocks that carried lead, zinc, copper and other base metals.

The grade in many cases was excellent by modern standards. But in those days when the only access was by narrow hand-cut trails, and the only transportation such beasts of burden as horses, mules, oxen and, yes, even camels, the question of carrying out anything so intrinsically low valued as copper, lead or zinc was held to be completely impossible.

This state of coma for the north continued until the Second World War.

The miracle of B.C. began to happen when great new mechanical behemoths were brought into the country by the military to carve out the Alaska Highway, so that the great Northwest might be defended against possible Japanese aggression.

It was when these earth moving machines, the bulldozers and the diesels got to work, that for the first time man saw the opportunity of taming the wildernesses of the northern half of British Columbia.

Long before this, of course, the lower mainland, the Fraser Valley, Vancouver Island, the Okanagan, and the mining areas of the Kootenays had been developed to give British Columbia its first true taste of a modern civilization, but it was a rugged type of living outside the main cities, and the men and women who stuck it out were pioneer stock.

In the B.C. interior, until the 1940s at least, the lines of communication were provided by the two main railways and stern wheelers that churned the lakes and rivers. Roads were either non-existent or of such atrocious grade and surface as to attract only the most daring of travellers.

Few people, even today can readily believe that it is only five years since it was possible to move by road from the B.C. coast to the Alberta towns of Edmonton or Calgary with any certainty of getting there without mishap.

It was in mid-1962 that the Rogers Pass route was opened between Revelstoke and Golden, and for the first time it was possible to make the journey on first-rate highway right across the province. And once again it was the monsters of the earth moving industry that made it possible.

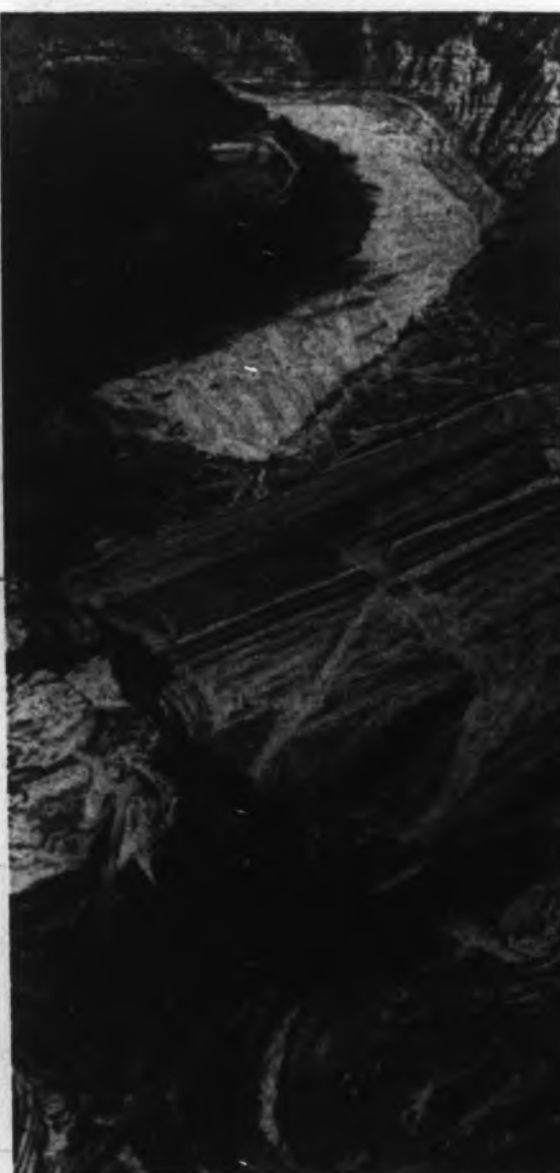
Before 1962, every road haulage vehicle that came to the coast from the other side of the Rockies had to use U.S. roads for at least part of the journey, unless its driver was crazy.

When the earth-moving juggernauts carved their way up the Illecillewaet River and into the snowslide-infested areas of the Selkirk mountains, they were backed with a scientific know-how that beat what hitherto had been an impossible feat. Today the Trans-Canada Highway not only provides a smooth, fast ride from one end of the country to the other, and with only brief interludes for emergency snow-clearing is open for traffic all year round.

But it was before the benefits of the Rogers Pass, and all the other great highways now in existence, that the possibilities of a great industrial province began to loom before the consciousness.

Besides the railway and road development, British Columbia required power before anyone could ever think of making use of its more remote resources.

The B.C. Electric Company's Bridge River hydro electric operation—puny by Columbia and Peace River comparisons—was notable because it showed that power could be



This is an aerial view of Portage Mountain Dam, heart of the vast Peace River power project. Already 245 feet above the riverbed, by 1968 it will reach its ultimate height—600 feet—and stretch a mile and a quarter across Peace River Valley. At middle right, in shadow, are the diversion tunnels' entrances, the outlets opposite spilling into the east-flowing river. At lower left the long conveyor belt dips into deep shadow carrying the 62 million cubic yards that will complete the earth fill.

—B.C. Hydro Authority photo.

harnessed from remote areas such as the coastal range fastnesses. The B.C. Hydro's development at Elk Falls was a complete stimulant to forest-rich Vancouver Island. These things however were merely starters for the great adventures that were to follow.

Perhaps the turning point in the industrialization and development of B.C., and certainly the first tremendous engineering feat that staggered the imagination of the whole world came when the Aluminum Company of Canada decided to turn a whole watershed and divert it to the coast so that it could set up a metal refining industry.

In the Tweedsmuir Park which lies to the landward side of the Coast Mountains a series of large lakes drained themselves eastward into the Nechako River—a tributary of the Fraser.

What Alcan decided to do was build a 600-foot dam at the eastern outflow and impound the water in a 150-mile-long watershed.

Alcan then drove a 10-mile tunnel through the Coast Mountains from the western end of the new reservoir and through it rushed the waters of the Tweedsmuir Lakes to provide for Alcan a vast new source of hydro-electric power at Kemano on the B.C. coast.

This electricity was carried by overhead cable over the Kildala Mountain pass—keel an historic feat—to the new settlement at Kitimat where Alcan set up its aluminum refinery.

Although B.C. had no raw material to produce aluminum, Kitimat was chosen simply because of the availability of power, and to this day the alumina powder used by the smelter comes from Jamaican or other tropical bauxite.

The whole project to date has cost Alcan \$470,000,000 but it is extremely interesting in retrospect to realize that the concept used by Alcan was germinated nearly 50 years earlier by a little-known engineer in the B.C. government

employ who had foreseen the possibility of turning the Tweedsmuir watershed.

For B.C., the Alcan adventure was new proof that power and power alone could work wonders in the forbidding northland.

With power the key word to progress another very great thing happened to British Columbia in the immediate post-war years.

The world's major oil companies got a sniff that oil and gas already found in Alberta might also lie below the interior plain of B.C.'s Peace River area.

Exploration work began, and in 1951, while Alcan was in the middle of its Kitimat saga, Pacific Petroleum announced that it had struck natural gas near Fort St. John.

Fort St. John is now the hub of a fast-growing oil, natural gas and chemical industry, and yet another turning point in the development of the province.

Meantime the industrialized part of the province—Vancouver and the lower mainland, and Victoria and Vancouver Island—were taking advantage of new machinery, new techniques, and the availability of power to expand at a rate never before believed possible.

To keep the wheels turning, the B.C. government quickly had to ensure that the plentiful supply of untapped energy would be developed and made available at a reasonable price so that the manufacturing and other industries growing up like mushrooms all over the province would not stop for lack of power.

It was this that brought about the development of the controversial Peace River hydro scheme. This mighty project, when finished, may cost about \$400,000,000, and it is expected that the first power will be generated in 1969—not one day too soon to meet electrical demands.

Even though the Peace will throw an extra 4,000,000 kilowatts of electricity into the B.C. grid when it is finished,

Continued on Page 3



—B.C. Government photo.

Huge electric shovel (6½ yards) working Consolidated Mining and Smelting Company open pit, at Kimberly, B.C.



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By

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New Industrial Adventures Ahead

To Utilize Resources

Continued from Page 2

the growth in demand is so great that its addition to the current 21,000,000 kwh generation will not be enough to cover requirements beyond the late 1970s.

That is why the Columbia Treaty dams at Mica, Duncan and Lower Arrow will be required for electrical generation, as well as for storage, within the foreseeable future.

Only if ample power is available is it possible for British Columbia to make the best economic use in the next 100 years of its vast and still largely undeveloped natural resources.

Before the turn of the century the now great B.C. lumber industry did little more than turn out masts and spars for the navy and mercantile marine. Otherwise the forest provided cordwood, and an apparently impenetrable barrier to other progress.

The pioneers could not see the forest for the trees, and it is symptomatic of the disfavor in which the forests were held, that the first pulp and paper mill ever to be set up in British Columbia made its product from rags.

Built on the banks of the Soaness River near Alberni, the mill started production in 1891 with two hand-machines imported from England using rags as the raw material of its paper stock.

Within two years all available rag had been used. The company turned to ferns, to hemp, even to old sails from the ships that called in B.C. ports, but after about two years of fitful production, the historic mill closed down.

It seems hardly credible today that with millions of feet of timber right beside the old mill no one should have hit on the idea of using wood as a raw material for pulp.

However it was not until 16 more years had elapsed that the use of wood fibres in making pulp and paper was found to be practical and it was then that the second pulp and paper mill in B.C. was established in Powell River.

Today pulp and paper is nearly the largest segment of the B.C. forest industry, which in 1964 sold over one billion dollars of products for the first time.

Of that \$1,050,000,000, the pulp and paper industry was responsible for \$375,000,000. It employed 12,000 people and turned out an estimated 3,550,000 tons of pulp and 1,670,000 tons of newsprint in 1966. Capital construction in the industry over the past two years has been estimated at \$1,010,000,000.

Nineteen pulp mills are now operating, with four of them coming into production — two at Prince George, one at Prince Rupert and one at Kamloops — in the past year.

Another at Tahsis on Vancouver Island is at the time of writing nearly ready to go.

The story is not yet over. Another dozen pulp and paper mills are in the construction or planning stage, and even then great parts of the B.C. forest lands will still be untapped for development.

In line with the tremendous growth of pulp and paper, the forest industry has advanced spectacularly in other segments as well.

Logging and sawmilling employ 52,000 people and the annual sale of lumber has gone up to a record \$460,000,000.

The plywood industry alone has jumped its product sales to \$115,000,000 a year, and this industry which had only one plant in 1913 and only two in 1935, has 25 modern mills processing all types of B.C. lumber.

The other major field of primary industry in which the future for B.C. looks particularly bright is mining.

The old gold miners had no idea when they lugged their medieval equipment up the Fraser and over the Cariboo Trail, that in a hundred years' time the journey which took them weeks to get from Vancouver or New Westminster to the workings could be accomplished by plane within hours, or even minutes.

Nor could they have foreseen that great earth moving equipment would remove top burden from large low grade base metal deposits and then mine the ore by open pit methods at such low cost that 1 per cent copper, 5 per cent zinc could become a commercial proposition.

The emphasis too has entirely shifted from gold, first to lead and zinc, then to copper, and more recently to asbestos, iron and molybdenum.

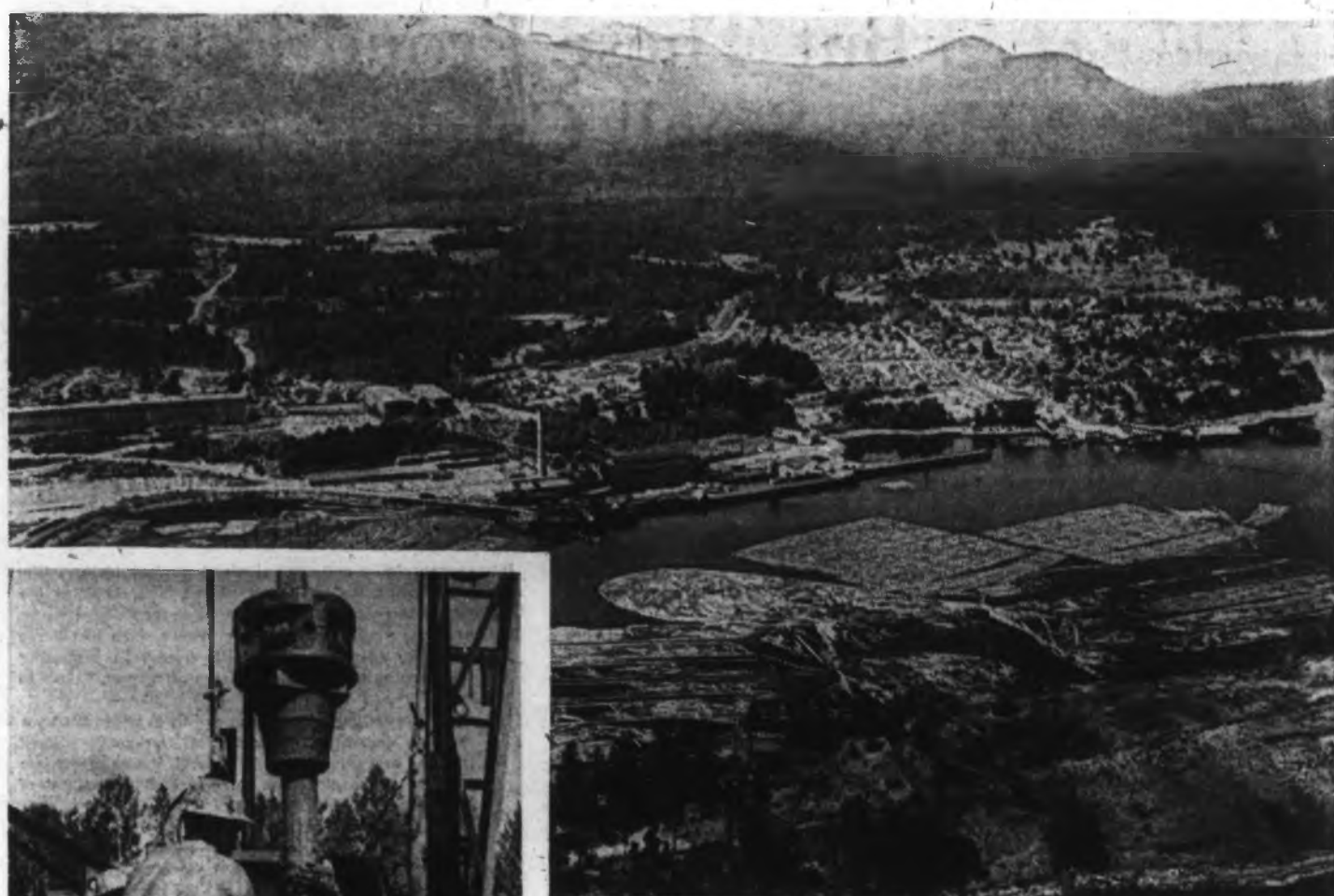
In 1966 the estimated value of all minerals produced in B.C. was \$331,700,000. Copper was the biggest dollar maker with \$81,600,000, natural gas and oil came next with \$55,100,000. Zinc was next with \$47,300,000, then lead with \$33,000,000.

But the fast-growing section was "other metals" which accounted for more than \$130,000,000.

Apart from oil, lead and zinc, the main market for B.C. minerals is Japan. This country has adopted B.C. as its source of supply of concentrates for its great engineering industries.

Nearly all the great new low grade copper, iron and molybdenum mines of British Columbia are working on long-term contracts with Japanese firms. In many cases the Japanese have not only supplied the contracts but the development capital as well.

While this has given B.C. an assured market, it has at



Since 1863 saw-milling has been carried on at Chemainus, where the tidy village sits above a splendid harbor. The booming area for MacMillan & Bloedel's mill provides a unique design from the air in a rugged setting of sea and mountains.

—Photo by Jack Cash



—B.C. Government photo

Oil drillers at Taylor, B.C., and deepsea freighter (right) loading aluminum ingots piled on the dockside at Kitimat.

the same time frustrated efforts to establish metal refinery industries in B.C. — with the notable exceptions of Kitimat and Trail where Alcan and Cominco are manufacturers rather than miners.

It is quite clear that in the next century B.C. must be prepared to make better use of its raw materials. It cannot permit the export of raw materials as soon as it has the ability, the power and the labor to do the job itself.

This is true of all aspects of the B.C. economy. Although the manufacturing industries are growing tremendously, the dependence of the province on imports for the majority of the daily needs of its population demands careful investigation.

People are entitled to wonder for instance when it will be possible for B.C. to have a car manufacturing, or at least a car assembly plant.

There must also be asked questions as to why most durable goods have to come from Eastern Canada or the United States and other overseas countries.

At the moment with a population of only 2,000,000 it is a matter of economics, but just as it has been proved that great machines and modern methods have transformed B.C.'s pattern of life in the past 100 years, so too may more power, more people and better transportation facilities change the manufacturing concept as well.

B.C. today stands on the threshold of new adventures that may dwarf all that has happened in the last sizzling 20 years.

It is easy to foresee that in the not too distant future Prince George will be as important as Edmonton, and vying with that city for the honor of being the most northerly metropolis in Canada.

Vancouver will be over the 1,000,000 population mark in less than 10 years.

And anyone who thinks the capital city will remain "sleepy old Victoria" is day dreaming. It will not be so many moons before there is bridge and tunnel connection between Vancouver Island and the mainland, and when that happens just watch the population explosion.



—B.C. Government Photo

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SHOULD British Columbia Indians celebrate the centenary of Confederation? The question is debated in this imaginary interview with an anonymous representative of our native race. The author, a professor of anthropology at University of Victoria, digs deeply into history to make his arguments. He opens pages of our past which often have been given little emphasis by earlier historians and paints a picture which is less than complimentary to our white founders. The result is a story readers are likely to remember.

By R. B. LANE

Interviewer: Pardon me, sir, we're interviewing Canadians about their centenary. You've heard of it, no doubt?
Indian: The word's getting around.
Interviewer: As you know, then, it's a time for celebrating and rejoicing.
Indian: Why?
Interviewer: You sound a bit negative. Are you a Canadian?
Indian: I come of old pioneer stock.
Interviewer: You have me puzzled. Frankly, most of the

... But These Proud People Have Small Cause For Celebration

founding fathers, the members of the two founding races, looked—well, quite different from you.

Indian: My ancestors met their hosts.

Interviewer: Oh, I see. You're Indian. That's very interesting. I can assure you that Indians are being given a very prominent role in these celebrations. Totem poles are among our most colorful symbols.

Indian: Why?

Interviewer: Why totem poles? Well—they are so much a part of our heritage.

Indian: No, I meant why should we celebrate?

Interviewer: Well, in the short space of 100 years, our ancestors have created a great nation in what was a virgin wilderness.

Indian: Not entirely virgin. It was home to my people for some thousands of years.

Interviewer: Of course the Indians lived off the land, but they made nothing of it. They simply took nature's bounty as it came to them.

Indian: My people worked hard. They built weirs and traps in the streams to get salmon. They built great canoes, some of them larger than the ships of our first white visitors. Some of our people went out into the open sea to hunt whales.

their raids to the south. The Cowichan were next in line, but by that time, your diseases and-cum and growing settlements in the south put an end to this violent competition.

Despite your admiration for the aggressiveness of the Haida, who were, we agree, a fine people... Governor Douglas, who should have known, described the Cowichan as "the most warlike tribe on Vancouver Island."

In the old days, the real old days before the white man came, most of us managed to hold our own. Our fighting was more local quarrels and feuds, rather than raids against distant people.

Interviewer: Let's not quarrel about ancient history. The fact remains that it was a violent land. Look at the dangers the explorers and the traders faced.

Indian: When we first met your explorers, men like Perez and Cook, we greeted them with friendship, scattering bird down on the waters as a sign of respect. Listen to Cook:

"In trafficking with us, some of them would betray a knavish disposition and carry off our goods without making any return. But, in general, it was otherwise; we had abundant reason to commend the fairness of their conduct."

When you came in peace and treated us fairly, we responded in kind.

Interviewer: For the most part. But there were the savage massacres, the destruction of the Boston and the Tonquin, the attacks on the Columbia and so many other ships.

Indian: An Indian victory is always a massacre! Consider the Boston—the Nootka met her with friendship. There was a dispute regarding a shotgun, given by the captain to the great chief Maquinna. The captain, in a great rage, insulted Maquinna. Other whites had also insulted the chief, stole furs from his house, killed several dozen of his people, and bombarded and sunk his personal canoe. There was a limit to what a great chief would put up with and Captain Salter of the Boston was the unfortunate man who pushed Maquinna to the limit.

The Tonquin came to the coast not long after the Mercury had taken a dozen or an Nootka to the California coast as hunters and had abandoned them on a desert island when the captain had no more use for them. On our coast, as elsewhere, violence too often begat violence.

Consider the Columbia. Grey, the captain, claimed that he was attacked by Indians and was forced to kill many of them. The Indians complained to the Spaniards that Grey had attacked them and taken their furs after they had refused to sell at what they thought was too low a price. Why does your version of events always become "historical fact?"

When we were provoked, we sometimes fought back. When we were injured, we sometimes retaliated. When we think back, we are impressed not by our violence, but by our forbearance.

Your later settlers came like flocks of birds. They took our lands and destroyed our way of life. Did we fight them? No. We asked them and we keep asking them for fair play and justice.

Interviewer: Well, let's not quibble about history. Perhaps some Indians were badly treated. Maybe we were a bit casual about taking over the land, but we also tried to be fair.

Indian: No doubt. However, your versions of fairness have often confused us. Let me quote a man of the cloth, the Reverend Mr. Garrett:

"When the settlement was first planted in Cowichan Valley in August, 1862, certain definite promises were made to the Indians by Governor Douglas in person. He told them in the presence of the settlers that in the

Continued on Page 5



The weathered, tough old fisherman is a native of Naas harbor and the little girls, of another generation, are reservation children, characteristically and charmingly shy. These are the true natives of this land.



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'We Rose to the Challenge Very Well'

Continued from Page 4

ensuing autumn he would return to Cowichan, have a gathering of all their tribes and make them suitable presents (in exchange for land).

"This promise was never fulfilled. The Lamallchas unhappily became troublesome, three of their number were hanged and the Governor did not think it would be expedient to carry out his original intentions.

"... The Indians do not understand the principle of expediency which led to the breach of promise already alluded to. However remote from the truth, the conviction in their minds is irresistible that there never was any intention to perform it."

Interviewer: Well, don't brood over past injustices. We may have hurt you at times, but we also tried to help you. If only you had given up your old ways and joined us in developing the island—but you were too bound to the old traditions, old ways of life. You didn't rise to the challenge.

Indian: You whites have short memories. We rose to the challenge very well.



Interviewer: What do you mean by that? Your people were simple hunters and fishermen. The chasm between that way of life and what came was too much for them.

Indian: You've forgotten your own eyewitnesses. Consider Indian Superintendent Powell on the Coast Salish in 1873. He notes that they were good and hard workers,

"and in view of the scarcity and high price of white labor, their presence is essential to the development of that section of the province" (the Gulf of Georgia area). He attended an Indian Industrial Exhibition at Cowichan (only 14 years after settlers entered the valley) and admired their agricultural crops and equipment.

The Salish were becoming farmers before any whites were settled about the inland seas. We were growing potatoes on the lands that became Victoria when Douglas first investigated the site. The "simple hunters and fishermen" of the Cowichan valley took to farming immediately. They cleared lands and grew fruits and vegetables which they sold in the Victoria market. They raised ponies which were exported to India. They built roads and bridges and schools and churches. . .

Interviewer: Not without help.

Indian: Of course not. We were always willing to learn from others. Listen to what the Marquis of Lorne wrote in 1882 about the Indians of southeastern Vancouver Island:

"I have seen the Indians of almost every tribe throughout the dominion, and nowhere can you find any who are so trustworthy in regard to conduct, so willing to assist the white settlers by their labor, so independent and anxious to learn the secret of the white man's power. While elsewhere are met constant demands for assistance, your Indians have never asked for any; for in the interviews given to the chiefs, their whole desire seemed to be for schools and schoolmasters; and in reply to questions as to whether they would assist themselves in securing such institutions, they invariably replied that they would be glad to pay for them."

Interviewer: But it doesn't make sense. What happened? Was the first effort too much?

Indian: Not too much, too good. We persisted not only in trying to support ourselves, but also in trying to join in competition with the white settlers. Check the letters to the editor in your early newspapers. We were unfair competition because we wanted the going prices for our produce, but it cost us practically nothing to live. (Canadians of Sikh or Chinese ancestry will appreciate the logic here. It was used also against Japanese-Canadians as late as the 1940s.)



Our produce was declared inferior. If we purchased steam driven harvesting equipment, municipalities decided that examinations and licenses were necessary to operate such equipment. The buyers and settlers closed ranks against us. The time changed. We were no longer hardworking friends who had helped the settlers to get established, but drunken dirty Swash. Barriers were thrown across every economic road we tried to travel. Some of us in the north, where farming was impractical, wanted timberlands reserved for us from our original properties so that we could support ourselves in logging. This was considered foolish. We were a dying race, remember, and a threat to the development of the province. All that we needed were sites for our homes, since our sustenance was to be "from forest and the sea."

Eager and ambitious despite several generations of rum, disease, and violence, we could not, I guess, really learn your ways fast enough for the subtle in-fighting of "free competition." We thought, for this had always been our tradition, that it was hard work that counted. We didn't understand that our fates were decided in government offices and in back rooms, and by the pressures of "public outcry."

Interviewer: You shouldn't have given up so easily. After all, you are not the only minority group which has had



—Provincial Museum Photo

times. Members of other ethnic groups came to this country with nothing, worked hard, and rose to the top.

Indian: Many Indians had some success, too, but it is part of your blindness that you don't see differences here. The people of whom you speak chose to come here and they had everything to gain and little to lose. You offered them a chance at the wealth you took from us.

We were not accepted as partners or as possible future partners, but rather as a part of the landscape, sometimes useful, sometimes in the way. This has been made clear to us in a lot of little ways . . .

A canoe load of ancestors sunk without reason—(Sunday, June 15, 1810, "Stowing oil in longboat; clearing up decks. A canoe came alongside; the captain throw a billet of wood at her and stove her . . .")

An uninvited visitor rummaging through a house—("Passing through the Indian village opposite Victoria, curiosity prompted me to enter some of the houses. I was struck with their great size, the indescribable filth of both houses and occupants . . .")

A Douglas "treating us fairly" not because we owned our lands, but because we were many and might protest their seizure. "Many sleepless nights have I spent in my anxiety for the safety of the colony."

A 1960 study guide for teachers currently in use ("students may discuss the question 'Should native peoples be given full equality with white people in Canada?')"

Interviewer: Be reasonable. . . .

Indian: We shudder when you ask us to be reasonable, for being reasonable always seems to leave us a bit poorer. The miracle is not how poorly we have done, but how well we have done. Despite our trials, we are still trying to join you in developing our country. We never rejected you. As soon as we saw that change was inevitable, we started forward, helping you and asking for your help. You've knocked us down in your rush to the future, but we keep trying to get up to go on with you . . . as partners.

Interviewer: Well, this has been an interesting interview. One last question. Do you have a centennial project?

Indian: Yes. We intend to make certain that we are not treated during the next 100 years in the way we were in the past 100.

This interview is imaginary. I have tried to express reaction and feelings of a proud, complicated and so often frustrated people. Each Indian is an individual human being.

Fine craftsmen, great seamen and valiant fighters, British Columbia's Indians of the coast clans are determined to maintain their dignity among Canadians.

They differ in reactions, opinion, dreams and ambitions as much as do any peoples in this complicated modern world. I cannot pretend, therefore, that I have given "the Indian point of view" regarding the centenary celebrations. I can only say that some Indians who have read this piece have said, "Yes". For others, who would not agree, I give my sincere apologies.

I close with a comment by Oliver LaFarge, a man who gave a lifetime to the cause of the American Indian. (In the following, I have substituted Canadian where he wrote American):

"The picture is dreary, but still these remarkable people can dream and sing, joke and laugh—even if some of the jokes are now bitter. They have not given up. They do not want handouts or charity; they want the guidance and help that is necessary to enable them to help themselves. With a little understanding from their fellow Canadians, they still may obtain their goal, which is to be as healthy, as competent in all our ways, as active contributors, as solidly self-supporting as the rest of us, and still to hold to the traditions, gentilities, and ancient knowledge that will add greatly to the richness of the Canadian scene."



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Bobbies With Billies Kept the Peace Here

By EDWARD GASKELL

Victoria may be a sedate, prissy young matron now but there was a time when she kicked up her heels and showed her garters, as any old-time policeman could tell you.

The city police force, since its inception in 1862, has dealt with rumrunners, bootleggers, gamblers, opium and not a few spectacular murders.

Victoria started life as a fort, then became a sleepy settlement of about 600 people. In 1858 gold was discovered on the Fraser and almost overnight Victoria was a wide-open town of 10,000 people.

The nearest police force at that time was 2,700 miles away at Lake Erie.

Prior to the founding of the city force a colonial police force was set up on instruction of Governor Sir James Douglas in 1858. The B.C. Gazette of July 17, 1858, simply records the instruction and notes that Magistrate A. F. Pemberton was named commissioner and John Bayley was superintendent.

Victoria saw little crime of a serious nature in the early days although many men walked around armed and indeed a number felt undressed without a pistol at their belts. Crimes of violence when they did occur were often outstanding.

Probably the most bizarre crime the city has known was that of the nightwatchman who thought he had killed a ghost.

It was Christmas Eve, 1890, when Lawrence Whalen, guarding the Catholic cathedral then under construction, saw a ghostly figure silently approach the building. He aimed his shotgun and David Fee fell dead.

Mr. Fee, wearing a long white coat in the fashion of the day, had left a dance to go to a nearby church and listen to the music of the midnight mass.

Impressed with the music he walked back to the dance slowly and silently and then . . . bang.

Whalen, a nervous man, had been teased by friends about the presence of ghosts, so the story went. But there was another theory on the killings.

Whalen was a sympathizer of the Irish American patriots, a group which wanted to fly their flag on the cathedral construction but had been warned against doing so by Fire Chief Deasy. This same fire chief made a habit of making his rounds wearing a white coat. Some people thought Whalen had intended to kill the fire chief and got Fee instead. The jury believed the ghost story. But not Judge Matthew Baillie Begbie. He tried all he could to make the jury change its mind but without success. Angriily he sentenced Whalen to life imprisonment.

But Ottawa relented and after 10 years quietly set the nightwatchman free.

Not all crimes were solved. Victoria had a number of murder mysteries and the one that springs to mind of most people when the words "unsolved crime" are mentioned is that of Molly Justice in 1943.

Molly Justice, a 15-year-old seamstress, was stabbed to death near her Brett Street home and despite efforts of the city, Saanich, military and provincial police, her killer was never found.

Not all crimes went unsolved.

In 1873 a man named Locker left a suicide note in his hotel room. His body was found in the Nias barn on the Dallas Road waterfront. There was a bullet hole in the head but there was no weapon nor any bloodstains on his clothes.

Persistent investigation revealed that Indians had found the body, taken the good clothing to be cleaned and sold, along with the gun, and had dressed him in old rags.

The same year a San Juan Island man, Jimmy Dwyer, was found shot beside his plow.

The same Indians who had robbed the Locker corpse were eventually hanged in the U.S. but not until a little unusual legal procedure had been gone through. The preliminary hearing was held in Victoria with U.S. and Victoria representatives on the bench.

The Chinese, although generally law-abiding, weren't immune from evil.

Mah Quong, a theatre manager, was in fear of his safety. One night at a party after a performance, two men came to the door of his apartment in the theatre, beat him with iron bars and pitched him onto the stage below where he died.

His guests swore they recognized Wong Gow and Wong



B.C. Archives Photo

Back in 1902, a policeman had stature. And those austere glares were probably the result of sore feet. The helmets were American style. They preceded the bobby helmets finally doffed in 1948.

On who were subsequently tried and found guilty of the crime.

But investigator George Perdue kept after another solution and eventually found out that the guests had done the murder and blamed the two accused men who were of a different "tong."

The bold attempt to get rid of Quong and blame two innocent men failed. The guests were tried for conspiracy but the charge failed, although Wong Gow and Wong On were acquitted.

Bastion Square was once the centre of justice and many hangings were carried out there. Once police were called out to control a crowd of 500 whites and Indians gathered to watch a multiple execution there. The last public hanging was in 1885.

In 1886 a jail was built on eight acres of land at Hillside, now the site of S. J. Wilks School. This was used until 1914 when it was closed. Four men were executed there.

The Alms Marchand swindles rocked Victoria.

Marchand was a Belgian, a trusted banker and assayer. He made off after swindling clients out of \$10,000 but was caught and sentenced to a year in jail.

It was a Victoria policeman who once captured one of the West's most notorious criminals.

Boone Helm, a man with 40 killings to his discredit, came to Victoria and in his usual arrogant fashion, drank without the formality of paying.

One bartender wasn't having any of this. He sent for a policeman and George Blake happened to be nearby. The policeman promptly arrested Boone who got a month in jail.

The term wasn't so much for the non-payment of drinks but to give the police time to check with U.S. authorities to see if Helm was wanted. But the information came too late. Helm had served his time and was free. He was caught later and returned to the U.S. from the interior of B.C., and was hanged in Virginia City.

Things settled down as Victoria grew up.

But being a policeman was no picnic. There was no welfare state here; no unions. Sometimes pressure had to be brought to bear to have money provided for the police salaries. And there was no hospital insurance. A goodly share of the proceeds from the policeman's ball was donated to the hospital and a sick policeman would find he was entitled to so many days of free care.

The force has had its "firsts".

In 1897 it pioneered the photographing of prisoners and in 1917 it boasted the only woman fingerprint expert.

The policeman of long ago was very different from the policeman of today, in appearance at any rate. In 1900 he wore a long Prince Albert coat, a helmet and carried a night stick.

The bobby helmet remained in vogue here long after it had disappeared elsewhere. But some policemen felt like comic opera characters in it and the struggle to have it replaced was won. In 1948 the collar and tie, jacket and flat cap became the uniform.

There was no patrol wagon for policemen in 1900. They walked their prisoners to the station on Pandora. But a wagon was soon to come. "Many humanely disposed persons," says a report, objected to the sight of manacled prisoners on the street and urged that a wagon be acquired.

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'Every Canadian Turns to Ottawa'

By PETER JACKMAN

Eventually every Canadian turns to Ottawa. Here, in this compact-sprawling, ugly-beautiful, new-old, provincial-cosmopolitan place is the heart of the Canadian nation and the focus of many of its hopes, contradictions and ambitions.

Almost a century ago Goldwin Smith spoke of it as "a sub-Arctic lumber village converted by royal mandate to a political cockpit".

Laurier said he doubted it would ever be a beautiful place but the programs he launched are rapidly making it that.

Ottawa is not a world capital on any grand scale but this summer it will be the centre of international attention as more than 60 heads of foreign states along with the Queen make centennial year pilgrimages here.

The Ottawa they see will be one of the countless and often contradictory faces she presents.

The city that tourists visit is not the Ottawa that politicians know or the mandarins manipulate or the diplomats grace or the spies prey upon.

From the distance this city, tucked into a fold of the Ottawa River between Ontario and Quebec, often seems a noisy, wearisome place with an insatiable appetite for taxes.

"I think it surprises anyone who sees it for the first time and it takes years to know it well, if you ever can," explains Mrs. T. Hyslop who came here with her husband from Victoria five years ago.

But Mrs. Howard Clark, another former Victoria resident, said she found it almost remote from world affairs when she returned from a Washington assignment with her husband. It was so preoccupied, she found, with Canadian problems.

A century ago when Queen Victoria picked it as the Capital she was told it was neither in Upper nor Lower Canada but was a bridge between them.

This role today still gives Ottawa much of its peculiar flavor and makes its place so crucial in the critical debate now under way on Canada's future.

For it is here that the English and French facts of Canadian life clash and blend most conspicuously. It is here that the accommodation and compromise of Canada must be made.

The French presence is one of the first features westerners recognize in the capital. Yet many French-Canadians argue that Ottawa is not a bilingual city. Gerard Pelletier, the Montreal journalist and member of Parliament, insists that it is an uncomfortable place for his compatriots.

But the government seems determined to answer this complaint by creating a bilingual seat of government. Its efforts to reflect the national make-up in the public service has fostered a little industry here devoted to making civil servants bilingual.

For Ottawa children, though, a bilingual education is easily available. The large French-Canadian population pioneered a bilingual elementary school system although the bitter legal battle around it split the Catholic community and left scars to this day.

Commons speaker Lucien Lamoureux, a product of this school system and one of the most fluently bilingual persons in public life, recalls speaking French as a boy at home, English on the street, French in school and English on the playground without giving it a second thought.

But the conflicting interests of English and French have always been a fundamental issue of Ottawa politics and nobody in the capital is untouched by it because politics are a way of life here.

The white pine forests of the Ottawa Valley brought the first settlers and industries but the real activity here today centres on government and that is what brings most Canadians to Ottawa.

When he wrote of this city in "High Places" Arthur Hailey said it is hard not to have a sense of history in Ottawa.

You can walk in the footsteps of Macdonald and Cartier; muse among the ruins where King found some mystic solitude and see the cascading falls of the Rideau River which entranced Champlain and Brule.

Mrs. Hyslop says she is only now, after five years, losing her awe at the stream of state visitors and public figures in Ottawa.

You see them on the streets and in the stores. The great institutions of Canadian public life including Parliament and the courts are so easily and freely accessible.

Shopping trips are often interrupted by the state landau carrying some diplomatic representative in a horse-drawn procession from Government House to Parliament Hill.

There is always at least one public function for every state visitor who comes here and anyone with time can watch it.



Parliament . . . The heart of Canada

Four years ago Claudette Picard stood with some schoolmates beside a sign which welcomed the late President Kennedy to Ottawa. To this day she can recall vividly his famous grin as he came into the crowd to see the sign and thank the students.

President de Gaulle has broken the ranks of his security guards to talk to Ottawa citizens and whole schools of children have been assembled in city parks to hear and see the Queen.

The students, though, often complain that they miss out on the special school holidays the governor-general dispenses on official visits outside Ottawa.

Here he is a familiar figure and his big limousine draws second glances only for its lack of licence plates. In recent years Government House has been open in a special way to the underprivileged children here and the Capital's unique display of grief at the funeral of General Vanier was a sincere tribute.

State events like this funeral give Canadians — including many Ottawans — a glimpse at many of the inhabitants of a self-contained little world which has been created by representatives of the diplomatic community.

Their various national days and other social events are widely reported but it is a circle breached only by a select few citizens with particular status.

However one nondescript couple became an Ottawa legend when they plunged uninvited into the diplomatic circuit and by gall and persistence became fixtures at countless parties.

From these foreign outposts have grown another rarely seen side of Ottawa which opens only when some envoy is hastily expelled or Canadian arrested for espionage activities.

The 1945 defection of clerk Igor Gouzenko from the Soviet Embassy in Ottawa touched off the spectacular spy trials but the activity continues as the recent Spencer inquiry in British Columbia and the Featherstone trial in Ottawa demonstrated.

Because of Canada's unique position in international and western affairs, foreign spy networks have long used Ottawa as a finishing school for espionage agents.

So it's not surprising that Ian Fleming sent James Bond here for forged identification to use in one of his adventures. Ottawa, he observed, has a stodgy importance about its public buildings which he thought were built solidly to stand the long harsh winters.

But this old impression of stodginess is disappearing with the surge of new construction and fresh ideas which are rapidly changing the face of the capital.

The federal government has financed removal of downtown railway lines and has provided Ottawa with a prize-winning railway terminal and a cross-town thoroughway.

A national park has been carved out of the Gatineau Hills — called mountains by local residents to the amusement of British Columbians — and the constantly expanded parkway system has restored much of Ottawa's natural beauty.

An urban renewal program has cleared the clutter of sheds and tenements and barracks from historic Sussex Drive which is Canada's ceremonial route.

Besides the striped sentry boxes which flank the entrance to Government House grounds is the newly refurbished guest house for foreign visitors.

You can see through the screen of trees across the street one of the two homes Canada maintains for the prime minister. The other is on a private lake in Gatineau Park.

Side by side and backing on the Ottawa River are the elegant stone chancery of France and Sir John A. Macdonald's beloved Earncliffe which now is occupied by the British High Commissioner.

Here too is Ottawa's striking city hall in the centre of an island park and the turreted Royal Mint where visitors can see Canada's coins and medals tumbling out.

Ahead are the familiar green copper roofs of the Chateau Laurier and the three familiar blocks of the Parliamentary compound.

And no Canadian can pass here without a start of recognition and of pride at the classic beauty of these grey stone buildings which guard and symbolize Canadian democracy.

Here daily in summer three units of Canadian Guards in scarlet and bearskins entertain thousands of tourists and citizens with their ceremonial changing of the guard.

Close by the National War Memorial — familiar to all Canadians from remembrance day ceremonies — a steel and concrete structure is emerging to give the capital one of the finest performing arts centres in the world.

The \$40,000,000 arts centre had been planned as the major centennial showpiece of the Capital but a late start and the magnitude of it forced the extended construction program.

To match the arts centre, a new stadium and arena are being pushed to completion in Lansdowne Park to provide the setting for the 1967 Grey Cup football game which is being played in Ottawa for the first time in decades.

But Ottawa's passion for sport is best reflected on the ski slopes of Gatineau Park which are among the great levelling influences of Capital society.

For the civil service structure has given the city a clearly defined caste system whose oddly-connected cliques puzzle all casual students of Canadian affairs.

Their difficulty stems from the fact that persons who appear most influential from outside frequently have only limited power in the inner circle, according to Gordon Gibson, a ministerial assistant familiar with the system.

John Turner, the registrar general, has characterized this establishment as a court of mandarins whose members function according to secret but clearly-understood rituals.

Their actions have a profound influence on the course of Canadian life but few outside the circle ever see its workings.

Because there is a clear line drawn between partisan political activity and the civil service political patronage has been eliminated from government employment.

But this has cost employees some traditional rights and the frustration of being unable to damn the government is frequently directed to city hall.

It has led to an abnormal interest in civic affairs and a pre-occupation with potholed roads, civic sloth and some local politicians including Charlotte Whitton have attracted a national audience.

Although she was defeated as mayor, Miss Whitton returned to city hall this year as an alderman and quickly showed she had lost little of her zest for controversy.

Since the war Ottawa has been pursuing research-orientated companies and the concentration of government scientific agencies here has brought the capital some of Canada's most talented minds.

Their presence is reflected in the city's education system which includes two universities and a technical college along with elementary school systems which frequently hold young families here.

Because the future of Canada seems as real and vital as the spirit of history, the shape of Canada is being determined largely by the course of events here.

Cynics say it has lost touch with Canadians and insist its only grace is its convenient access to Toronto, Montreal or New York.

But the same roads, like veins, also lead back here to the Canadian heart.

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...Bert Todd Led Tourist Parade

At two minutes before six a.m., May 29, 1903, the Vancouver Island tourist industry was born.

At that moment, Albert E. Todd, 25, son of salmon-canning Albert E. Todd, climbed into his two-seater White steam car at the Douglas-Hillside corner then known as "the Fountain".

He adjusted his goggles, glanced at the water gauge, and released the brake. With one hand on the throttle and the other wriggling the tiller, he huff-chuffed down the dusty Gorge Road into history.



For 12 months past there had been only Dr. E. C. Hart's one-cylinder Oldsmobile in town, a machine ordered direct from the factory. Now it had company.

Of course, if you are one of those who think that the sons of the pioneers just sat around singing "Cool Water," a glimpse at Mr. Todd's deeds will disillusion you. Not that he considered it venturesome to drive without insurance or a driver's licence, in a car devoid of registration, licence plates, windshield or fenders.

The venturesome part was that he had only owned it one day, and the nearest spare parts were in Cleveland, Ohio, in the stockroom of the White Sewing Machine Company.

Nevertheless Bert was going touring, to Shawnigan Lake, and beside him sat H. D. Ryus, with notebook and stopwatch. He was the same Mr. Ryus who, two days before, had brought the car by steamer from San Francisco for delivery to Victoria's first car dealer, Bagster Seabrook of Wharf Street, who would turn it over (for \$1,800) to his first customer, Bert Todd.

That first showroom, by the way, is still intact.



Ryus and Seabrook had given the car a run to Wright's Hotel in Saanich the day before (in 48 minutes). Now owner Todd would be the first man to drive to Shawnigan.

We have the record of how they made it to the Gorge Bridge in six minutes, and 3½ minutes later were crossing Parson's Bridge. It took them 18½ minutes from the Fountain to Colwood Hotel, and a flat 30 minutes from town to Goldstream Hotel.

There they took the upward climb through the bush to pass in turn Snider's Railway Crossing, Cabin Pond, the Summit and Hailey's Crossing at Sooke Lake.

Then they chuffed along past Echo Point, Teddy Holmes' cabin, Whiskey Swamp bridge, Findlay's Swamp, Welch's trail at Shawnigan Lake and finally pulled up in front of the Strathcona Hotel at exactly nine minutes to nine. The trip had taken them two hours and 53 minutes.



It was at Whiskey Swamp, Ryus noted, that they had to stop on account of a bear on the trail. "We tried to run over him," he reported, "but he got out of the way too quickly. We didn't have the gun ready so didn't get a shot."

Whether it was a gain in experience, we don't know, but they made the return trip to Victoria in one hour and 34 minutes.



Todd and Ryus made a stop at Teddy Holmes' cabin on Sooke Lake on their historic drive to Shawnigan. Holmes, who hunted deer for the market, was wide-eyed on their arrival. He had never seen a car before. Chances are he'd never heard of such a thing.—Photo reproduced by courtesy of Mrs. Alex Gillespie.

According to Ryus, the White could start from cold (to a working pressure of 500 pounds) in 2½ minutes. Fuel was gasoline, fed from an eight gallon tank, good for 75 to 100 miles. The water tank had to be filled every 25 or 30 miles. However the company supplied a bucket and there were lots of horse troughs. A feature was shaft drive instead of chain drive, and the compound engine had a top speed of 30 miles an hour. In fact White then claimed the world's record for 10 miles in 19 minutes, 53 and one-fifth seconds.

From that Shawnigan trip came Bert Todd's zeal for better roads. That's how he came to form the first Auto Club here in 1905 and was its first president. When he married Bagster Seabrook's daughter (in Los Angeles in 1910) his honeymoon trip took the form of pioneering the coast road from Los Angeles to Vancouver.

It was only the other day that his sister, Mrs. Alex

Gillespie, told how the newlyweds repeatedly dug the car out of mud, and cut windfallen timber with axes. The bride of 1910, now Mrs. Guy Tilton, is still living, in Seattle.

So close to Bert Todd's heart was the coast highway that it was that year he organized the Pacific Highway Association in Seattle, and became its first president. Later he spurred not only the Malahat, but also the Georgian Circuit, the scenic motor tour from Port Angeles, via Olympia and Seattle, to Vancouver. It was this sort of activity that led to paved roads.

Here, in civic politics, although he was alderman, police commissioner and mayor, fundamentally he was "Good Roads" Todd.

Although he has been dead these 40 years, he deserves to be remembered as the man who helped make the tourists' wheels roll toward his birthplace—Victoria.

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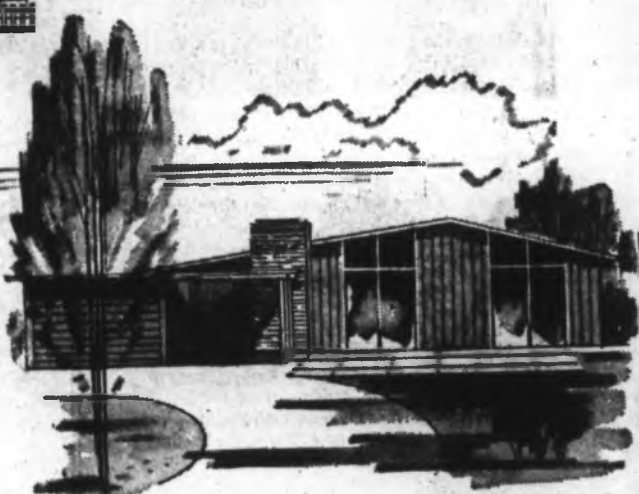
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As time went on, Bernard Heisterman joined his father in the business and the office was located on View Street. The final move was to the present location at 1121 Blanshard Street, by which time the management had come into the hands of the late Charles Heisterman.

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THE Window Of Time



Once the site of one of the biggest and best agricultural exhibitions in Canada, the old Willows Fair Grounds, left, possessed such picturesque buildings as the illustration shows. This was the agriculture block, destroyed by fire in 1907. Today (above), where it once stood, Eastdowne and Haultain meet in the middle of a residential area. And the whole of the old fair grounds, including the race track and a half-mile of stables, is now a spreading housing development.

"Then" Photos from B.C. Archives
"Now" Photos by Cecil Clark

Generations of Victorians have bathed and picnicked at Cadboro Bay. When it was built, half a century ago, the Cadboro Bay Hotel was set in the midst of lush farm lands (top). It was a favorite retreat for summer visitors when Mrs. Algernon Pease sold ice cream and home-made candy out of a pony cart along the sands and laid the foundation for a prosperous

canning and chocolate manufacturing business, Hamsterley Farms. The hotel burned, and the whole area became suburbanized. But the beach, shown as it is today in bottom photo, is still popular and visitors exclaim at the view of the sea, framed by Ten Mile Point and the Royal Victoria Yacht Club, with the islands and mountains as a distant backdrop.



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 D. SLUGGETT Plant Superintendent	 BRUCE RUSSELL Sales, Nanaimo	 G. E. YOUNG Sales, Nanaimo	 R. SHUPE Assistant Manager, Nanaimo, B.C.	 EARL ANTONSON Trojan Aluminum Foreman	 NORM COLES Sash and Door Foreman	 ED THOMAS Machine Foreman	 G. ANDREWS Manager, Campbell River, B.C.	 MRS. RUTH MELNYK Cost Analysts Clerk	 MRS. EDNA SMITH Bookkeeping Machine Operator	 MRS. JOYCE KING Bookkeeping Machine Operator	 MISS EVELYN GUTENSON Chief Accountant	 MRS. VICTORIA GLOVER Receiving Clerk	 MISS DORIS STILES Chief Accountant

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In 1855 There Were Two Schools Here . . . Now We Have 88 and . . . 38,000 Children

By WILLIAM STAYDAL

THIS year in the 88 public schools of the capital region more than 1,400 teachers are instructing 38,000 children. It's hard to imagine the time a century ago when public education was slowly struggling into being on Vancouver Island.

In 1867 the newly-created public school system was collapsing for lack of funds. The young government of British Columbia, headed by Governor Frederick Seymour, who opposed free education, wouldn't even provide wood to heat the classrooms.

It was a time when a man could earn a living with axe and plow, when women were expected to do nothing more than cook, clean and bear children. The value of free universal education was a matter of debate.

A crusading editor, faithful teachers and a few enlightened pioneers are the heroes of public education in Victoria.

Education had its B.C. beginnings 18 years earlier in 1849, when the Hudson's Bay Company brought Rev. Robert Staines and his wife to Fort Victoria. Mr. Staines, a Church of England minister, became chaplain and schoolmaster, aided by his wife.

They operated a boarding school for the children of company employees living in the Interior, which was then known as New Caledonia. Local children attended by day.

School was held in Bachelors' Hall, the fort's dining room, and the boarders lived upstairs. Dr. Henry Johnson, in his "History of Public Education in British Columbia,"



University of Victoria campus at Gordon Head is the pride of the area. More than 3,500 young men and women will attend this September.

—Bill Halsett photo.

records that the children sometimes poured water through the cracks of the upper floor on the bachelors gathered for relaxation in the evening.

To accommodate the children coming in with the slow influx of non-company settlers, Governor James Douglas opened a day school in 1852 and erected a permanent building for it the following year.

It was built on the present site of Central Junior High School, and its first schoolmaster was Charles Baillie. The company sent Mr. Baillie to Nanaimo in 1853 to open another school in the new coal town.

Craigflower School, still standing in View Royal as the oldest schoolhouse in Western Canada, was opened in 1855. Charles Clarke, its first teacher, educated 14 children of 25 Scottish families brought out by the HBC-owned Puget Sound Agricultural Company.

The Victoria day school, the Craigflower and Nanaimo schools were partly supported by colonial funds, but parents had to pay a tuition fee of \$1 per pupil per year.

The schools taught little more than elementary subjects. Rev. Staines became an opponent of the Hudson's Bay Company, but while he was returning to England to present

his case his ship went down off Cape Flattery and he was lost.

He was replaced by Rev. Edward Cridge, another Church of England minister, who became, in effect, the first school superintendent here. His first report in 1856 sounded a plea for education for girls.

He asked for a separate school for girls, adding:

"It seems greatly to be lamented that those who are likely hereafter to perform so important a part in the community in the capacity of wives and mothers, should be suffered to grow up without an education."

Church-sponsored and private schools also helped meet the demand for education in the period before the Fraser River gold rush of 1857-58. Among the immigrants brought north to Victoria by the momentum of the gold rush was young Amor de Cosmos, who founded the British Colonist in 1858.

In the editorial columns of the British Colonist de Cosmos immediately began campaigning for a common school system. He opposed the reappointment of Mr. Cridge, claiming that the minister's position as superintendent of the schools gave the colony a "state church."

Prodded by a de Cosmos editorial, Mr. Cridge produced a school report for the term ended in July, 1861. It showed average attendance at Victoria day school to have been 42, at Craigflower 16, and at Nanaimo 24.

Mr. Cridge took the opportunity to plead for more public support, and opposed any major increase in fees. He didn't come right out for free public education, but he did say:

"A blessing as precious as the light and the air should be rendered as common and as free as possible."

In April, 1862, Amor de Cosmos proposed locally-elected commissioners to erect and operate schools. He advocated a board or educational council to certify teachers, and a superintendent to be its executive officer.

This was probably the first time B.C. had heard these ideas, which form the basis of today's public education system.

Other people besides de Cosmos were agitating for public schools. In March, 1864, Victoria's young city council appointed a committee to confer on the matter with the city's representatives to the legislative assembly.

In April a public meeting was called by the mayor. It was packed, and the gathering passed a resolution to take the issue to the governor.

That October city council petitioned the legislative assembly to pass a bill creating free, non-sectarian education in Victoria.

And so on May 15, 1865, the Vancouver Island legislature passed the Free School Act. Governor Arthur Edward Kennedy held practically all power over the school system. However the experiment had already taken on the outlines of the modern organization even though the three-man school boards were appointed by the governor and were only advisory groups.

"Every common school shall be open to the children of persons of all denominations," said the act. Non-whites evidently weren't supposed to be covered by the legislation; it wasn't until 1907 that Chinese students were admitted to public schools.

The mining recession which prompted the union of the mainland with Vancouver Island in 1866 hit the new school system hard.

Governor Frederick Seymour of the newly-combined colony soon revealed his attitude toward education. He said the colony was not old enough for any regular school system.

He was against free education, and said:

"... Every man who respects himself would not desire to have his children instructed without some pecuniary sacrifice

on his own part. The state may aid the parent but ought not to relieve him of his own natural responsibility."

By 1867 Vancouver Island's board of education was practically without funds. It couldn't pay the teachers in its nine schools, and got no help from Seymour.

In August, a Victoria public meeting endorsed continuation of the "free schools," as they were called.

On Dec. 3 the Colonist reported the schools had no fuel, and said they should be either heated or closed.

In November the general board of education (roughly equivalent to today's department of education) decided to close all schools after Christmas. Despite the decision most schools remained open through the efforts of unpaid teachers, contributions, charity and benefit theatre performances.

The general board of education resigned en masse in April, 1868, in protest against "the hostility of the government toward free schools and the continued withholding of the funds voted."

Historian Henry Johnson estimates that not more than one in 10 of the school-age population was in the classroom in British Columbia of a century ago.

The stagnation lasted into 1869, when the legislature at its first session in the new capital of Victoria passed the Common School Ordinance, first school legislation applying to both the Island and the mainland, and repealing the old Common School Act of 1865.

The government retained the strong central control which it holds to this day. Grants to school districts were made on a \$500 per teacher basis, with the municipalities expected to make up the difference.

The schools remained non-sectarian, though ministers were allowed to give religious instruction in the schools at 3:30 p.m.

Victoria acquired a sorry record in education history at this point.

The city council took such little action to collect school taxes that only \$516 had been raised by June, 1870. The government refused to release the grants until Victoria raised its share.

In September the schools closed, and remained closed for two years, in a city of more than 5,300 people.

When B.C. joined Confederation in 1871 it made new school legislation necessary. The Free Public School Act of 1872 is the basis of the present school organization.

All earlier school legislation was repealed. Free, non-sectarian schools were open to children between ages six and 16. The term "free" wasn't used in the modern sense; high school students were required to pay fees.

The system still had a long way to go. Only about one-fifth of school-age children were attending in 1871. Two years later the first attempt to make education compulsory was introduced.

Improvements followed, all built on the foundations painfully laid in the pioneer days. The first high school in B.C. opened in Victoria in 1876 with 68 pupils. School taxation was introduced the same year. School districts and school boards evolved their present roles.

The great education issue of a century ago is echoed today in only slightly different words from those of Governor Seymour, who opposed free schooling for six-year-olds.

Universal elementary schooling became a fact. Free secondary education was accepted. Today the need for free post-secondary education is being debated in the legislature and across the province.

History provides a broad hint of the probable outcome.

Tiny Vessel Crossed Northwest Passage

The only vessel ever to have crossed the Northwest Passage in both directions is the Royal Canadian Mounted Police wooden motor schooner St. Roch.

The 104-foot-long 137-ton ship, commanded by Sgt. Henry Larsen, left Vancouver June 23, 1940, spent two winters in the Arctic and arrived in Halifax Oct. 11, 1942.

July 22, 1944, she left Halifax, and travelling via Lancaster Sound and Barrow Strait, she reached Vancouver after a passage of 86 days on a voyage of 7,235 miles. In 1951 she was presented to the city of Vancouver and is preserved there.

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Stovepipe pants at Craigflower

B.C. Archives Photo

Diabetics Owe Life To Canadian Doctor

One of the great medical discoveries of all time, the isolation of insulin, was made in Canada in 1921.

It was accomplished by Sir Frederick Banting working in the laboratory of Dr. J. J. R. MacLeod at the University of Toronto, with the aid of Dr. Charles H. Best.

It revolutionized the therapy of diabetes.

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Maisonnette's Legacy

Montreal Lifts Towers Skyward

By GRANT ROBERTS

IT'S 325 years since Paul de Chomedey, Sieur de Maisonneuve, arrived on this island in the St. Lawrence from France. Today, though the flail of tomahawks has abated, the city he founded still swings.

This spring, summer and autumn it is scheduled to swing for rather more than 50,000,000 people from Canada, the United States, Europe and the rest of the globe.

The reason, of course, is Expo '67, Montreal's contribution (in collaboration with Ottawa and Quebec) to Canada's Centennial. It's already been hailed as the masterpiece of world fairs.

Undoubtedly Paul de C. de M. would have been flabbergasted. It's a long, tortuous way from the days of the wooden stockade he defended against the Iroquois in company with such figures as Lambert Closse, Jeanne Mance and an Indian-baiting dog called Pilote.

What would baffle the reincarnation of Maisonneuve is accepted calmly by today's Montrealers. Expo, after all, simply serves as the apogee of a crash entry into the mid-20th Century which has transformed the face of Canada's first metropolis in less than a decade.

You can, in fact, still find the odd survivor of the days of wooden construction tucked into back streets in Montreal or its suburbs. You can find many an odd thing if you've the time to look.

But the main impact of this city in 1967 is steel, glass and concrete, towering up to 50 storeys above widened streets and new boulevards.

Plus, of course, the growing percentage of Canadians of the French persuasion who are daily making hard fact of Montreal's claim to the status of the world's second-largest French-speaking city.

There are many other facets of change—or "progress"—in this city which had come close to stagnation in the days of the Second World War and the decade thereafter.

Most obvious to the visitor after he's been here a few days is the spate of new restaurants which have materialized in the last five years or so and which, added to those which have been here for a century, truly result in Montreal being a place where any palate can be satisfied.

Something which will strike Expo visitors, especially, is the impact of the St. Lawrence Seaway on the world's largest inland port. Montreal is more than 1,000 miles from the Atlantic, and until recently was ice-bound for four months of the year.

Now, however, the latest in ice-breaking ships plus specially reinforced vessels from places like Denmark and the Soviet Union are making it a 12-month proposition.

But the real harbor activity still runs from April to November. The results are apparent to the Expo visitor in the hundreds of national flags docked over miles of harbor installations or passing to and from the Great Lakes through the Seaway channel which forms the south edge of the Expo site.

The sense of the early history of the country and the two founding nations is most evident in what, jargon-wise, is referred to as "Old Montreal," a few blocks from Expo. To this can be added remnants of old stone terraces and crests in the style of Edinburgh and Aberdeen which still are to be found in slightly newer Montreal.

And, perhaps the most unique feature of Montreal homebuildings, the wrought-iron staircases which climb the front of three-story blocks of flats in the predominately French lower-middle and working-class areas. There's nothing like them anywhere else—nor anything that provides quite the hazards of getting home safely in the early morning hours.

Of course there's Canada's second and, reputedly, the world's most chic subway. Called here the Metro after the underground of Paris, it's the realization of a 50-year dream made fier by the city's bustling Mayor Jean Drapeau and, like so many other additions of the past few years, designed to tie in with Expo.

There are roughly 16 miles of track in tunnels beneath the city on three lines, one of which debouches on St. Helen's Island, where part of Expo is, on its way under the St. Lawrence to the suburbs on the South Shore.

Because each station was designed by a different architect and because of the rubber-tired-on-the-concrete-track trains, the subway itself (it's been open since last fall) is worth a look—and, of course, provides one of the most efficient ways of getting around.

Overall, there's a sense of efficiency and bustle in today's Montreal which has, since 1960 especially, replaced a rather languid, look-the-other-way atmosphere that made for a lazier and more tolerant city in days gone forever.

At least that's the way it strikes one native who, after 10 years in Ontario, returned a couple of years ago to find everything changed by a nouvelle vague that melds a rather thrusting French Canadian nationalism with a revival of Canada's main commercial entrepot.

Montreal has always been a night-time town. But, with the cleanup administration of Jean Drapeau and the recently-ended reform administration in the province of Jean Lesage, there's more emphasis on "daylight," whether literally or in the enforcing of rules that have eliminated much of the "tenderloin" aspects of the town.

Mind you, it's still possible to bend an elbow from 8 in the morning to 3 a.m. the following day. But the easy ways of the city under the late Maurice Duplessis have gone. The five hours when all purveyors of alcoholic beverages are without status now mean that even swingers must sleep.

Gone are the days when you could stagger from the last illegally-opened bolto to the first legally opened tavern (a men-only beverage room) at 8 o'clock. Not only that, but with Expo here, the police are cracking down severely on some of the worst malpractices of B-girls and the like in what remains of the seamier side of life—especially in the area of St. Lawrence Boulevard, the famous "Main" which divides the city into east and west and, to some extent still, French and English.

All of which still leaves plenty to do in the evenings, whether your tastes run to go-go dancers, discotheques, rock 'n' roll or a supper club where both the food and the entertainment are from the top drawer.

Or, whether you just want to try something away from the plethora of restaurants on the Expo site in the middle of the St. Lawrence.

There are something like 5,000 eating places in Montreal and its 29 suburbs. The majority, of course, haven't much in the way of color or character. But there are a couple of hundred where you can wine and dine as well as anywhere in the world, with a price range from the most expensive (it's not all that hard to spend \$100 on dinner and drinks for two) to the most moderate. The variety in menus is as wide as the range in prices. There aren't many dishes which can't be had in Montreal.

And, as far as entertainment goes, the usual round of cinemas, concerts, sports events and cabarets have been added to by Expo to a degree that will make Montreal during the spring, summer and fall of 1967 the greatest showplace in the world.

In fact, for this year's visitor, Expo's indirect contribution is as unavoidable as its direct one. For the Montrealer this has meant a pace-rushing in such things as new building and street improvements that might otherwise have waited another five years—or, perhaps, not have happened at all. Those of us who live here will be the long-term beneficiaries of the fair.

To the visitor the most apparent effect of Expo on the city is the improvement in communications. Because of its physical layout on an island dominated by a mountain and cursed (in a way) by a 19th Century street plan downtown, Montreal has always presented more traffic problems than the average North American city (New York excepted). Expo has resulted in a deliberate slashing away of some of the worst of the obstacles—the results visible, especially, in new access routes from the International Airport in suburban Dorval, where planes of most of the world's major airlines arrive and depart, to connecting links with the modern thoroughways of Ontario and New York State.

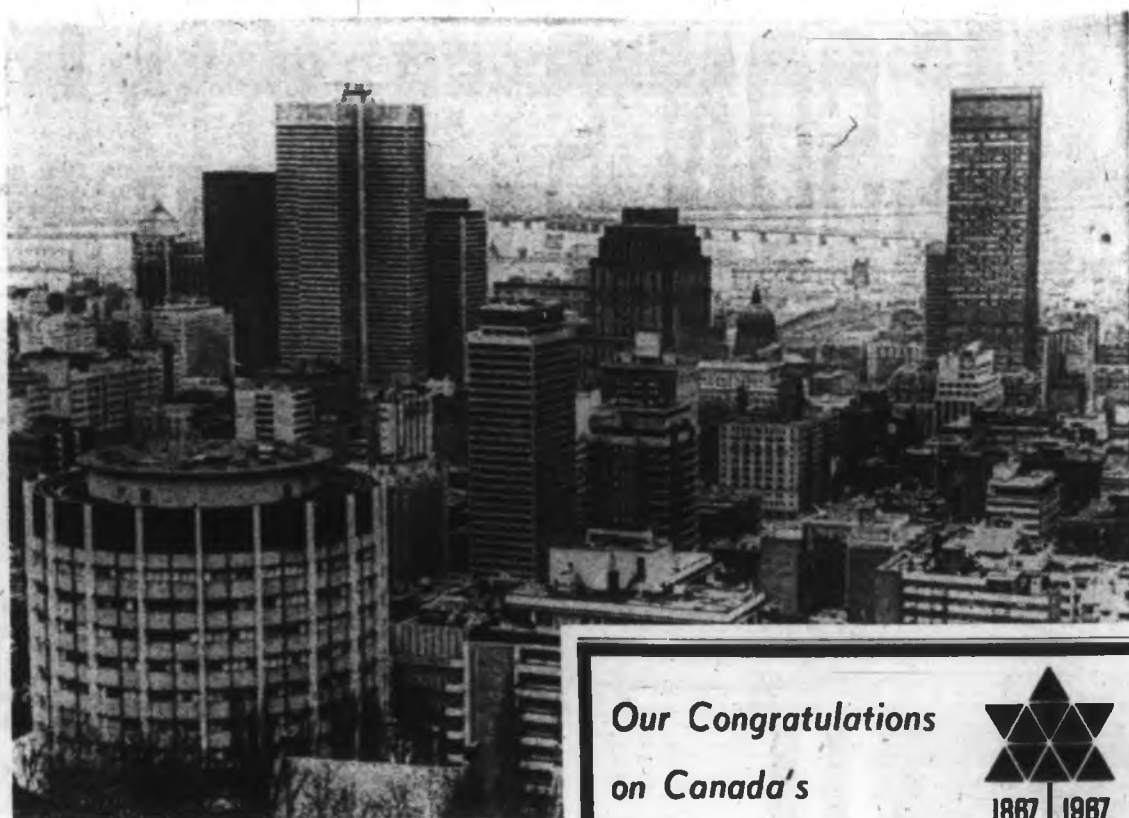
In the city itself there has been a rush to complete new hotels—especially the tall tower of Canadian Pacific's luxurious Chateau Champlain (830 rooms) and the Bonaventure, a 400-room hostelry perched atop a huge convention-trade fair complex called Place Bonaventure and built by Canadian National.

All told, in less than a decade Montreal's boom has revealed itself in the addition of some 4,000 new hotel rooms, of which 1,200 are in the internationally-renowned Queen Elizabeth, once almost called the Chateau Maisonneuve in a bilingual comedy of errors which provoked hostility from nationally-inclined French and embarrassment from the parent CNR.

Apart from sleeping accommodation, the new inns are replete with a variety of clubs and restaurants stressing both Canadian traditions—like the QE's Beaver Club, harking back to the fur trade days—or the gastronomy of Europe or even Polynesia. There are a number of skyline restaurants like those atop the Queen Elizabeth, Chateau Champlain or the cruciform bulk of Place Ville Marie, headquarters of the Royal Bank of Canada and lynch-pin of the new midtown tower complex.

From these and the aerie atop the downtown Stock Exchange Tower of Place Victoria the visitor can achieve an almost total panorama of Greater Montreal. In 10 minutes you'll see as much as you could manage in 10 weeks at ground level. Especially will you realize in one fell swoop the contrasts which Canada's second oldest (after Quebec) city offers.

On a muggy day you are immediately aware of the coating of smog which can make life as miserable here



Vast glass and steel complexes comprise the heart of Canada's greatest metropolis.

sometimes as it is in Los Angeles or London. On a clear day you can see the majestic Laurentian Mountains to the north or the greer hills of Vermont to the south. You can follow the reaches of the St. Lawrence west towards Cornwall, Ont., or east in the direction of Sorel, Three Rivers, Quebec and the Gulf.

You can see in a trice the way in which the bulldozer has ripped its way through Victorian—or earlier—lofts and slums to make possible some of the more stunning high-rise offices and apartment buildings, or some of the standard nauseous North American parking lots.

Downtown the sun reflects from glass-and-concrete-faced structures like Place Ville Marie, Place Victoria, the Canadian Imperial Bank of Commerce, the Hydro Quebec building and countless others. In the distance are patches of green parks and the tops of thousands of trees. You can see the suburb of Westmount, under its own mountain, and, peeping over the top of Mount Royal proper, the great dome of St. Joseph's Oratory, the shrine of the faith-healing Brother Andre.

Below the mountain is McGill University. Behind it is the French-language University of Montreal, Sir George Williams University is downtown—more like a collection of office buildings on Drummond Street and de Maisonneuve Boulevard than the traditional notion of a grassy campus.

Everywhere are the spires of churches, testimony to both the evangelizing purpose of Maisonneuve and his followers in the days when the city was known as Ville Marie and the faith of later arrivals of Anglican, Presbyterian, Methodist, Baptist, Jewish or just about any other faith one can name. Most visited, apart from the Oratory, are the Roman Catholic Cathedral of Mary Queen of the World, Notre Dame Church and Bonsecours chapel.

If you prefer your panorama with fresh air it can be had from the lookout on Mount Royal (reachable only by foot or in horse-drawn Victoria) or from the top of Westmount Mountain, which is reached by car after a winding drive through some of the most expensive streets in Canada.

If you wish to relate the panorama to the streets, there are coach tours and other conducted rides. Accommodation varies from the seedy to the modest to sheer luxury. Prices, despite a 15 per cent hike for Expo, are still cheaper than in many North American cities.

Finally, language. Montreal is a bilingual town. French is becoming more and more the first language, whether in conversation or in ads or street signs. Nevertheless, in most areas west of St. Lawrence Main, at least, English is commonplace. So is courtesy, to the point where linguistic difficulties are invariably covered up by good manners.

Montreal always celebrates its special characteristics with the expression "Vive la Difference."

This year, with Expo and everything related to it, the "difference" is unbelievable.

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★ In 1950 bowling alleys were installed and in 1966 this space was converted to the Old Forge Cabaret and Convention Centre.

★ In 1955 the Mahogany Room was opened and Barney's Hideaway in 1963... making the Strathcona Hotel a hostelry which offers every facility for today's traveller.

Many of the Strathcona Hotel's windows overlook the magnificent harbor and afford a wonderful view of the snow-capped Olympics. Many travellers reserve a certain favorite room on each visit to Victoria, a city which offers so much of interest and beauty.

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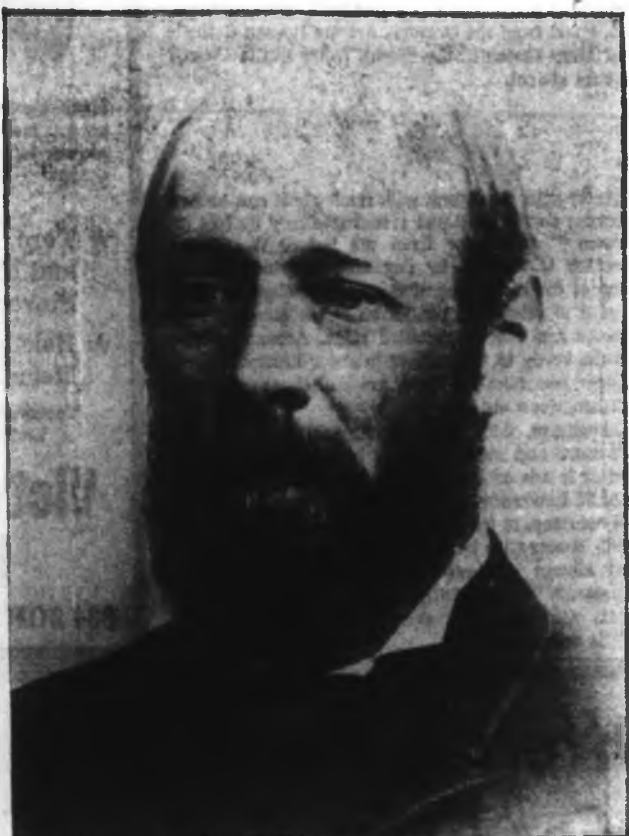
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One hundred years ago, when a group of provinces joined to become one of the proud nations of the world, Wilson's had already been established five years in its present location . . . in a Victoria which was to become one of the most beautiful and best loved cities in the world!



Over a Century Ago . . .

Government Street in old Victoria—1862—with arrow pointing to the location where W. & J. Wilson Limited took root and flourished for more than a century! This picture itself is over one hundred years old, depicting a view from the corner of Government and Fort Streets looking north. At the extreme right is the famous Brown Jug Saloon, and in the opposite corner, the premises of W. M. Searby, Chemist.



WILLIAM WILSON

W. & J. WILSON HAVE ENJOYED THE PRIVILEGE OF SHARING IN CANADA'S HISTORY

When Victoria was part of a Crown Colony, and the town boasted a population of only 3,000 to 4,000 people, William Wilson (father of J. E. Wilson, and grandfather of J. Harold Wilson) accumulated a stock of goods in England and embarked aboard the sailing ship "Sallistria" for this lonely, far-distant colony. That was five years before Confederation and a quarter of a century before the birth of the City of Vancouver.

Arriving in Victoria en route to the Cariboo, where he was lured by reports of gold, the young man discovered the Cariboo was a long way off. Freight rates were heavy over the adventurous road the Royal Engineers had built. He disposed of his goods in Victoria and invested the proceeds in the acquisition of a business known as Hardy-Gillard & Company. Today, after over a century, the location is the same, an unique and enviable record.

In 1863, a year after founding his business here, William Wilson opened a shop in Barkerville and while he managed this store for four years during the summer months, his brother Joseph Wilson came out from England to join him in Victoria. The business thrived and the W. & J. Wilson store became a hub of downtown life.

During the years there were ups and downs in the fortunes of Victoria. The Dominion of Canada, like an awakening giant, was stirring itself in a tumultuous effort to become unified . . . struggling through two wars and a crippling depression . . . yet steadily progressing in the fields of industry and agriculture . . . gaining world recognition and in even world leadership in many of its accomplishments.

These years brought success to W. & J. Wilson's, who manages to maintain their high standards of quality in serving the people of Victoria and the increasing number of American visitors. As the years passed the business passed into the hands of the second and third generations of Wilsons. Now, with stores in Vancouver, Banff, Lake Louise, the Empress Hotel, and the Madam and Eve Shop in Troncon Alley, it stands as one of the truly great clothing businesses in the Pacific Northwest.



JOSEPH WILSON

W & J WILSON

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MADAM & EVE SHOP, Troncon Alley

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Carrying on the Wilson tradition, is J. Harold Wilson, who became manager of W. & J. Wilson Limited in 1931 upon the retirement of his father J. E. Wilson. In partnership now, with R. H. Thompson, the firm imports the finest clothing for gentlemen, ladies and children . . . from the fashion centres of London, Edinburgh, Paris, Zurich, Sweden, Denmark, Spain, Italy, Austria and West Germany.

Only the very latest styles are chosen, to suit the most discriminating tastes, wearing apparel which will be worn with pride by Wilson's customers. And, most important of all, popular prices must prevail for the family trade which Wilson's have built up through the years. Wilson's fully trained staff of over 40 men and women make shopping a rewarding and pleasant experience.



J. HAROLD WILSON



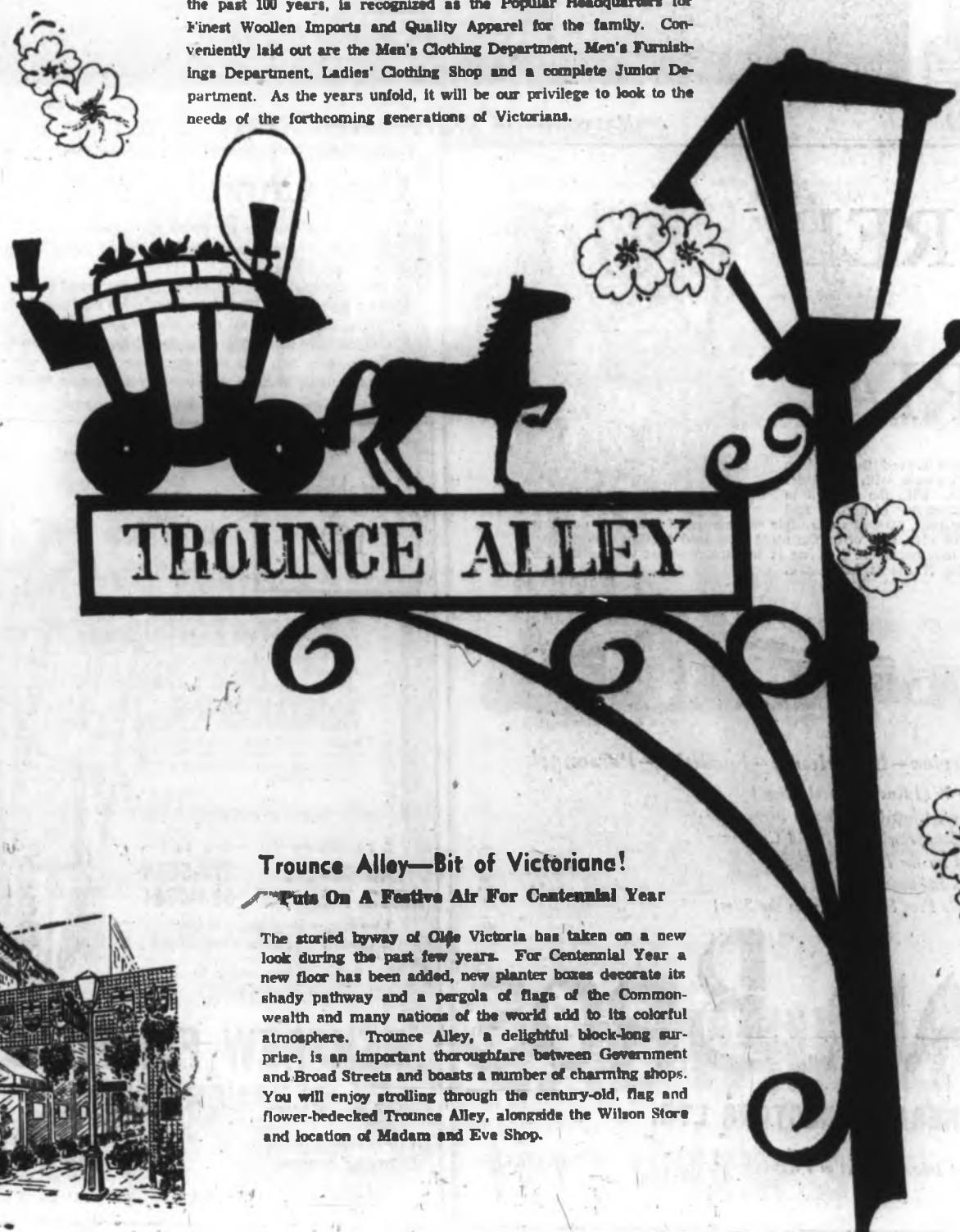
R. H. THOMPSON



W. & J. Wilson Limited will welcome countless visitors during Canada's Centennial Year as we join in the Coast-to-Coast Celebration!

It has been our privilege on many occasions to serve distinguished and famous people during Canada's century of progress. One of the most famous customers of the bygone era was John L. Sullivan, the then reigning heavyweight champion of the world. Who can tell . . . perhaps in our very earliest days we outfitted one of the Fathers of Confederation while he stopped in our city on his way to winning a place in Canadian history!

Wilson's store of today, enlarged and remodelled many times in the past 100 years, is recognized as the Popular Headquarters for Finest Woollen Imports and Quality Apparel for the family. Conveniently laid out are the Men's Clothing Department, Men's Furnishings Department, Ladies' Clothing Shop and a complete Junior Department. As the years unfold, it will be our privilege to look to the needs of the forthcoming generations of Victorians.



Trounce Alley—Bit of Victoriana!

Put On A Festive Air For Centennial Year

The storied byway of Old Victoria has taken on a new look during the past few years. For Centennial Year a new floor has been added, new planter boxes decorate its shady pathway and a pergola of flags of the Commonwealth and many nations of the world add to its colorful atmosphere. Trounce Alley, a delightful block-long surprise, is an important thoroughfare between Government and Broad Streets and boasts a number of charming shops. You will enjoy strolling through the century-old, flag and flower-bedecked Trounce Alley, alongside the Wilson Store and location of Madam and Eve Shop.

Catering to the Modern Age!

Today's accent on "youth" is exemplified in the fashions of our Madam and Eve Shop!

The Madam and Eve Shop, a very young relation of W. & J. Wilson Limited, caters to the whims of fashion! Here you find the styles that are keyed to the modern generation . . . with the lively young look that is a promise of a vibrant future for a growing Canada.

Madam and Eve Shop
Trounce Alley • Victoria, B.C.



Big Decisions Face Vancouver

Gassy Jack's Town Grew from Forest to Metropolis in a Single Lifetime

THE important thing about Vancouver is that whatever she is today she has become in a single lifetime.

Vancouver is still a babe among Canadian cities. She did not even exist as a city until two decades after Confederation. Vancouver was a late, late starter and most of her defects today can be traced to the fact that she still hasn't grown up, still hasn't quite realized what can be done with this heavenly setting, this moderate climate.

Victoria was a booming gold rush port by 1858. Barkerville, the raucous Cariboo mining town, was the largest community in the west north of San Francisco. Vancouver didn't exist.

On that July Saturday 100 years ago when the Confederation papers were signed, the only trace of life on the site that is now Vancouver was Captain Edward Stamp's sawmill, which 14 days earlier had made its first cut. Timber was the thing that made Vancouver — and today timber still provides 46 cents of every dollar earned by Vancouver's 885,000 citizens. The fire lit in that mill's sawdust burner burned for 60 years without stop.

It wasn't that no one had ever noticed the site along Burrard Inlet. Captain George Vancouver, at noon on a June day in 1792, set foot on shore. A year earlier, Spanish explorers had sailed into the harbor. They are remembered today through one of the city's more popular beaches, Spanish Banks.

It was just that Vancouver was bypassed. When gold was discovered on the Fraser in 1855, some 22,000 miners went up the river but their staging point was Victoria, over on the other side of the strait. New Westminster, 20 miles up the river, flourished.

By **ALAN FOTHERINGHAM**

Vancouver? It housed little but its mills and a floating population of 300 handloggers, fishermen, roustabouts and loafers centred around Gassy Jack's Saloon. Brawls and stabbings were frequent. The mill was often closed down for days: while the men were drunk.

For years the site remained one of the world's finest stands of timber. Not even California's famous redwoods could equal Vancouver's first for size.

There was timber shipped out of the harbor as early as 1864: 277,500 feet of lumber and 16,000 pickets aboard the barque Ellen Lewis bound for Adelaide, Australia. Even as late as 1885 — when the nation was nearly two decades old — 40 million feet of timber were cut from what is now the heart of the city.

When "Gastown" finally did get around to becoming incorporated in 1888, exactly 499 votes were cast in the first civic election. The established centres of Victoria and New Westminster looked upon Vancouver as an upstart, a boorish place filled with loud people of no cultural background.

The date that made Vancouver, of course, was May 23, 1887, when Engine No. 374 pulled the first transcontinental train into town. Vancouver's position as Canada's gateway to the Orient was confirmed. (Old 374, suitably, is installed on one of the city's beaches as Vancouver's true and only shrine.)

By now it was apparent that this rough little timber town was the only obvious site for Canada's major city on the Pacific. It had the three imperatives: a practical approach through the mountains by way of the Fraser Canyon; a large and secure harbor; room for the growth of a large city.

If there were any doubts, they were dispelled two weeks later when the Ss. Abyssinia, chartered by the CPR for Trans-Pacific steamship service, arrived in Vancouver just 13 days out of Yokohama bearing 65 bales of raw silk. A special train was waiting and the silk was in New York within 21 days of leaving Japan — in London in 29 days.

With the railway, Vancouver became the supply centre for the B.C. coast and interior. The leading cities of New Westminster and Victoria quickly became commercial backwaters.

The reversal of roles has its repercussions to this day. Vancouver has financial and commercial control of the province; the rural areas and lesser cities retain political control. Vancouver has been made to pay for its prominence. Vancouver's growth over the years has come in surges.

There was the wild-land boom that followed the Klondike gold strike and anticipated opening of the Panama Canal. Downtown property in Vancouver in 1905 was priced higher per front foot than property on Wall Street.

There was the boom of the twenties as exploitation began of the province's mineral and oil resources. The post-war boom of the fifties and extending to the present time is based on B.C.'s role as a supplier of raw materials to 200 million customers around the world.

Today, Vancouver's role is broadened. It is the funnel through which exports from all over Western Canada flow. It already handles more timber than any port anywhere. It is the No. 1 wheat seaport in the world — and within a decade will be shipping even more Saskatchewan potash than wheat.

It is not yet a great city, but it can hardly avoid becoming so in Canada's second 100 years.

Vancouver is most blessed by the fact that it is so young, by the fact that its big decisions are still ahead of it. It is, to a certain extent, still a setting in search of a city. It is fortunate that it still has time to build a city worthy of that setting.

The important decisions — on mass transit vs. freeways, on an automated harbor, on the preservation of pleasant living conditions within the city core — are still to be made.

Only one generation has worked on Vancouver. There is time, plenty of time, for the others to improve on it.



Granville Street in thirties



First council met in tent after entire city was destroyed by fire in 1886



Vancouver of 1889, just a lifetime ago

Waterfront Tales

Man Hung by Thumbs Freed by Protests

There was a demonstration in New Westminster by angry citizens on July 22, 1865 when it was reported a man aboard the steamer George S. Wright was strung up by his thumbs. The British Columbian reported he was a would-be deserter who was placed in wrist irons and the irons fastened by a line to the ship's rigging while he stood on the rail as a public spectacle. He was released and the ship moved downstream.

On March 6, 1866, the steamer Cariboo was launched at Victoria for the second time. In 1861, after her initial launching, while leaving for the Fraser, her boilers blew up, killing the captain and six crewmen.

Bligh Island in Nootka Sound was named after one of Captain Cook's captains, William Bligh who later won notoriety in the famous mutiny on the Bounty.

The United States steamer San Pedro was grounded on Broche Ledge off Victoria in 1891 and remained there six years, finally being dismantled.

The first steam vessel to appear on the British Columbia coast was the Hudson's Bay Company paddle wheeler Beaver. She was built in London in 1835 and rigged as a brig. She sailed around the Horn and was fitted with engines at Fort Vancouver. She was wrecked at the entrance to Vancouver Harbor in 1888.

On Christmas Day, 1865, a man named Warner, his wife and three other men set out in a small boat to visit the lighthouse keeper's family on Race Rocks, near Victoria. A rip tide tipped the boat and all five drowned.

A fare war broke out in March, 1866, between steamers plying between Victoria and San Francisco. The Labouchere dropped the fare to \$10. The Active dropped to \$5 and threatened to go lower if forced.

The iron steamer Fidelester and the sternwheeler Alexandra collided off Clover Point, Victoria, June 18, 1865, and Fidelester broke in half and sank. But all 25 passengers were saved. Alexandra was beached and later repaired.

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Tom Michell Built a Little Empire

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Centennial? Canada is worked up over its hundredth birthday celebrations, and that seems only fitting to the Saanich Michells who may be forgiven for thinking the nation-wide party is for them.

They are five-generation Canadians on one side, and six on the other. The first Michell landed in the crown colony of Vancouver Island in 1862, which gives the Michells a five-year edge on the national birthday party.

By the time Sir John A. Macdonald was signing confederation documents, Thomas, founder of the Canadian Michells, had already rolled up his shirt sleeves to clear the forest for the farm he had bought.

Most of that land still belongs to his grandsons and their sons, but some of it has been sold, notably the property on which Patricia Bay Airport now stands. About 600 acres is still intact, and has been added to through inter-marriage with other pioneers, such as the Turgoose family, also of Saanich.

Five of Thomas' grandsons — Willard, Tom, Fred, Gordon (Bud) and Ralph, and a great-grandson, Maurice, still own Michell farms in Saanich today. Among them, they operate no fewer than seven.

Through the generations they've cleared the stubborn forest according to the method of the times. First with bare hands, then with oxen and the help of Indian labor, then horse and cable stump pullers, blasting powder, block and tackle and finally with bulldozers.

It is a proud and a rare feeling, in this young country, to work the land of one's forefathers, and the Michells treasure the memory of Thomas, who started it all.

Of French Huguenot ancestry, Thomas Michell was born in Cornwall, England in 1832. After a previous foray into the new world to Baltimore, in February 1862 Thomas left England for good. He and his wife Margaret, with their first-born infant son, John, sailed via Cape Horn aboard the ship *Sylvia*, for Vancouver Island. Four months and 18 days later they disembarked at Esquimalt.

Michell's first venture was a grocery store on Johnson Street.

But the adventurous spirit which had sent him across the sea, would not rest. In 1865 he joined the gold rush to the Cariboo, leaving his wife to look after the groceries.

He staked his claims at Williams Creek and wrote that four and 50 a sack and bacon 55 a pound, and a man had to work hard to come out even. After a long period of poor luck, he finally made his strike, finding gold right under his feet in the earth beneath a corner of his cabin.

"With a modest poke," he returned to Victoria, closed the grocery store, and opened a hotel on Yates Street where the Dominion Hotel now stands. He called it the "What Cheer House."

Right after setting up his hotel, Thomas set out to buy land in the country, and according to some old papers, "ventured into the wilds of Saanich." Here he met a colored man, Howard Estes, said to be a free slave from California, and bought 125 acres from him.

An old family receipt shows that Thomas Michell bought 21 head of cattle, 18 pigs, 24 chickens and turkeys, one wagon and harness, and one plow for the sum of \$650. Witness to the receipt was H. F. Heisterman, of the firm still existing in Victoria today.

Thomas started out with Indian labor and his own two hands. His plow was made of steel (copied from a type made in Scotland) with wooden handles and was what we would term a "walking plow," pulled by oxen.

The grain was harvested by scythe and cradle, or sickle and hook, and the bundles bound by hand. It had to be threshed by flail, and a treadmill was used to grind the grain. This was operated by an ox.

While her husband was making a home in the wilderness, Margaret was not idle.

She raised poultry, made butter, cheese and bread. Once a week she took the long trail into Victoria to sell or trade her surplus products for groceries and other necessities. The trip to town was an arduous one of winding, often tangled trails through forest, and she learned to make it on horseback, riding sidesaddle with her provisions.

In addition to the farm, and the job of raising a family of six children, Margaret Michell was noted for her willingness to assist the sick and needy. Doctors were scarce and expensive and of professional nurses there were none. Many a child born in those early days, first saw the light of day through the kind offices of Margaret Michell. All this was done without any thought of reward and for her ready help she became affectionately known as the "Lady of the Valley."

According to the present-day head of the Michell family,

Pioneer Family Still Farming

Lush Saanich Peninsula Acres

Willard Michell, his grandfather must have had some knowledge of engineering, as he was interested in mechanizing farming methods. Thomas was one of the first of the pioneers to purchase a machine which would automatically cut and bind grain into bundles.

The innovation of a binder caused quite a stir locally. Many critics felt the pigs would starve through lack of forage in the stubble, there being no waste left in the fields.

Thomas Michell also brought the first steam-powered threshing machine into Saanich, possibly the first in B.C.

Margaret died in 1912, and Thomas in 1916, having long since celebrated their golden wedding anniversary and having been leaders in civic affairs and social welfare projects of the district.

The six children of Thomas and Margaret were John, Mary Victoria (Polly), Margaret, Emily, George and William. John moved to Kamloops early in life where he became a prominent citizen. He was mayor of the town and also represented his constituency in the legislature during the Tolmie regime.

The second child, Mary Victoria, nearly became Victoria's first kidnapping case. Missing early one day, neighbors and police began a frantic search. Finally a policeman hunting around the wharves on Johnson Street saw something suspicious about an Indian woman squatting on the dock. He made her stand up, and sure enough, hidden under her voluminous skirt, was little Mary, blonde curls bobbing.

The fifth child, George, married a Miss Eliza Pennington McGraw. Her father, a marine engineer, was the man responsible for bringing skylarks to Victoria from England. According to local birdwatchers there were 91 of the glorious songbirds counted in Victoria last Christmas Day.

A Massey-Harris agent and distributor, George also went into farming, buying 125 acres on Centre Road in North Saanich for his retirement. During his "retirement" he was superintendent of public works for North Saanich, the Gulf Islands and the Malahat to Nanaimo. Later he helped organize the Potato Marketing Board and was one of its first directors, and finally the inspector.

George took an active hand in community affairs. He was president of the North and South Saanich Agricultural society for 11 years and an honorary president until his death in 1953.

The Saanich Fair was his great joy. Said to be the oldest agricultural fair in continuity west of the Great Lakes, 1968 will mark its 100th year.

Thomas' youngest son was William. Born in Saanich in 1873, he married his childhood sweetheart, Annie Turgoose, daughter of another pioneer settler.

William was a noted farmer, and brought fame to the Peninsula with his prizes for winter wheat and field peas from as far away as the Chicago Hay and Grain Shows. For many years he was head of the Farmers' Institute, and was a founder of the Temperance Society.

William Michell and Annie Turgoose had five boys and two girls — Willard, Tom, Fred, Ralph, Gordon (Bud), Margaret and Doris. All the men of the family, including

Willard's son, Maurice, and Tom's three sons, still farm Michell land of some 600 acres. It runs from the Pat Bay Highway clear to the salt water. Between them they've grown everything from grain and hay to potatoes, strawberries and the famous peas, as well as raising stock.

All seven have married and had children, and some have grandchildren which makes them five and six generation Saanich-Canadians.

Gordon (Bud) Michell with his wife and four children, resides on the original property which Thomas first shared with his bride, Margaret.

In 1867 the young pioneers from England, lived in a one-room log cabin. As the years went by and the family grew, they added rooms of sawn lumber to it and around it. All the Michells right down to Bud and his brothers and sisters, were born in that house. Bud remembers that in 1929 his mother, Annie Turgoose, finally gave in and allowed electricity to be installed.

"She fought electricity for a long time," says Bud, "not really trusting it. When the electricians finally came, they had quite a shock as they found they had to drill through 18 inches of log walls to put the wires in."

Just a few years ago, Bud built a new house for his family, just a little in advance of the old house which still stands at 2588 Island View Road.

Willard, eldest son of Annie and William, lives at 7421 East Saanich Road and farms the old Turgoose property he inherited from his mother, as well as his own land.



—Robin Clark photo.

A new generation is learning the law of the land in preparation for assuming the family responsibility. Karen, 9, and Daryl, 12, are of the sixth generation of Michells in Saanich.

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Victoria's Emily Carr

"I Gave My Love . . . It Was Not Wanted"

By JOHN SHAW

AS A CHILD she was fat and not particularly prepossessing, but in her middle years she was truly beautiful; and she did not lose her good looks or her figure until age and illness prevailed.

Always she was a person of fierce emotions, equally capable of tenderness and resentments close kin to hatred.

Her industry and enthusiasms were incredible, and her courage—in the face of disappointment and sometimes cruel criticism—was redoubtable.

There was romance in her life, but she never married. In her autobiography she wrote: "I gave my love where it was not wanted; and almost simultaneously an immense love was offered me which I could neither accept nor return."

Her devotion to her "creatures," as she called them, may have been compensation of a sort, but it was in no way a result of spoiled hope or heartache, for this passion for bird and beast was with her always.

Her well-intentioned hosts was characteristic; and, sad to say, she did not forget her animosity when in maturity she wrote about them . . .

"She talked to Mr. Crane as she poured the tea, using big polite words in a deep voice. The words rolled around her wisdom teeth before they came out. Her hair, skin and dress she wore were brown like her eyes. Her heart could not help being in the right place, it was clasped so tight by her corset and her brown stuff dress was stretched so taut above that and buttoned from chin to waist . . . Her hands were clean and strong, with big knuckles. The longer I looked at Mrs. Crane the less I liked her."

This, remember, was written at a time when it might be thought years would have mellowed recollection, and that in retrospect Miss Carr might have tempered her earlier impressions with appreciation of a neighborly benevolence. But no indeed. The resentment remained.

"Mrs. Crane's garden was not as tidy as Father's but the flowers had a good time and were not so prim. Mrs. Crane was lenient with her flowers. She let the wild ones scramble up and down each side of the clay path that ran down the bank to the sea (the Gorge). They jumbled themselves up like dancers—roses and honeysuckle climbed everywhere.

But it is in her writing, more than her pictures, that she has made a substantial contribution to Victoria's history.

She has brought to life characters and scenes of her lifetime, and in the process has revealed herself.

Once, as a small child, during one of her delicate mother's illnesses, a kindly friend took Emily and her sister Alice into her home. It must have been a gracious place, according to Miss Carr's description, with lawns sloping down to the waters of the Gorge and flowers in profusion. But her reaction to

"The front drive was circular and enclosed a space filled with fruit trees and raspberry canes . . . There was a little croquet lawn, too, and a little pine wood that our bedroom looked out on."

Frequently in The Book of Small, and elsewhere, she speaks of pine woods, but she probably meant fir.

"In the middle of this wood was a large platform with lots of dog kennels on it—to these Mr. Crane's hunting dogs were chained . . . Mr. Crane

would not let the children handle them; he said it spoilt them for hunting . . . The children were allowed to have the old one who had been in the drawing room because he was too old for hunting."

And there was a pony, Cricket. It sounds like the sort of home in which most any child would have been happy, especially with a pony to ride. And it should not be forgotten that Miss Carr's own home was anything but undisciplined, ruled by a rigidly religious and dominating father.

Well, having spilled Mr. Crane's bottle of quicksilver, braided the fringe of an antimacassar, the venerated work of Mrs. Crane's "own dead mother's hand", given a hen castor oil in the library with dreadful consequences to the content of a bookcase, and upset the rest of the oil on what was probably a valuable rug, Miss Emily should not have been astonished that her hostess reprimanded her. And then there were the long-dead starfish, dressed in doll's clothes and left for 10 days in the nursery cupboard.

The reaction to remembrance was: "I hate her. I hate her. She's got a pig's heart."

Poor Mrs. Crane was not the only one who earned a child's aversion, long retained.

But if Emily Carr's writing is self-revealing it is also historically picturesque. She saw the day when indoor plumbing came first to the well-to-do in Victoria, and the vanishing of the outhouse. But before that, Saturday was bath night.

"Then the clothes-horse came galloping into the kitchen and straddled around the stove inviting our clean clothes to mount and be aired. The enormous wooden tub that looked half coffin and half baby-bath was set in the middle of the kitchen floor with a rag mat for dripping on laid close beside it. The great iron soup pot, the copper wash-bowl and several kettles covered the top of the stove, and big sister Dede filled them by working the kitchen pump-handle furiously . . . Dede got the brown Windsor soap, heated the towels and put on a thick white apron and a bib . . . Dede scrubbed hard. And if you wriggled, the flat of the long-handled tin dipper came down spankety on your skin . . ."

She provides a portrait of the gentleman of her childhood in these lines:

"Sitting on a stool between them, half-hidden by the tablecloth and entirely forgotten by the ladies, Small (Emily) watched and listened, saw their still fingers, unornamented except for the plain gold band on the third left of each hand, lying in sober-colored stuff-dress laps, little white caps perched on hair yet brown, lace jabots

pinned under their chins by huge brooches. Mrs. Gregory's brooch was composed of tiny flowers woven from human hair grown on the heads of various members of her family. The flowers were glassed over the top and framed in gold and there were earrings to match. The brooch Small's mother wore was made of quartz with veins of gold running through it. Richard (her father) had dug the quartz himself from the California gold mines and had had it mounted in gold for his wife with earrings of the same.

"Each lady had winds and winds of thin gold watch-chain round her neck, chains which tethered gold watches hiding in stitched pockets on the fronts of their dresses . . ."

Here is her description of the Carr home in James Bay: "... large and well-built, of California redwood, the garden prim and carefully tended. Everything about it was extremely English. There were hawthorn hedges, primrose banks, and cow pastures with shrubberies.

"We had an orchard and a great tin-lined apple room, wonderful strawberry beds and raspberry and currant bushes, all from imported English stock, and an Isabella grape vine which Father took great pride in. We had chickens and cows and a pig, a grand vegetable garden—almost everything we ate grew on our own place.

"Just one of Father's fields was left Canadian . . . a snake fence around it, that is a zig-zag fence made of split cedar logs, or of young sapling trees laid criss-cross, their own weight holding them in place so that they required no nails. There were oaks and firs in the field and the ground was carpeted with our wild Canadian lilies, the most delicately lovely of all flowers—white with bent necks and brown eyes looking back into the earth . . ."

"James Bay district, where Father's property lay, was to the south of the town. When people said they were going over James' Bay they meant they were going to cross a wooden bridge that straddled on piles across the James' Bay mudflats. At high tide the sea flooded under the bridge and covered the flats . . . (Note the possessive James' Bay, popularly believed to have been named for Douglas, founder and first governor in Victoria).

"James' Bay was the part of the town first settled after Victoria had ceased to be a fort. Many Hudson's Bay men built fine homes across the bay—Sir James Douglas, Mr. Alexander Munroe, Mr. James Bissett, Mr. James Lawson, Senator Macdonald, Bishop Cridge and Dr. Helmcken . . ."



—B.C. Archives photo.

Indians Miss Carr knew well, and they reciprocated her affection. Some of her finest portraits are of Indian people. This study of the three children is typical and certainly one of the most appealing.

dwelling houses set in gardens where people grew their own flowers and vegetables.

"The rest of Victoria was higgledy-piggledy. It was the cows who laid out the town . . . Cows' hooves hardened the mud into twisty lanes in their meanderings to and fro—people just followed in the cows' footsteps."

She "hated" school but she loved Dr. J. S. Helmcken, in spite of the fact that he hurt her pretty badly the time she knelt on a needle and he had to probe for the pieces behind her kneecap.

"Yell, lassie," she remembered him saying. "It will let the pain out."

And she recalls: "You began to get better the moment you heard Dr. Helmcken coming up the stairs."

These were the days of castor oil, Gregory's powder, blue pills, black draughts, sulphur and molasses.

"Dr. Helmcken's office (built originally inside the old fort's palisades) was a tiny two-room cottage on the lower end of Fort Street . . . It sat in a hummocky field. The doctor sat in a round-backed wooden chair. There were three kitchen chairs against the walls for invalids. He took you over to a very dirty, uncurtained window, jerked up the blind and said: 'Tongue!' Then he poked you around the middle so hard things fell out of your pockets. He put a wooden trumpet bang down on your chest and stuck his ear to the other end. After listening and grunting he went into the bottle room, took a bottle, blew the dust off it and emptied out the dead flies. Then he went to the shelves and filled it from several other bottles, corked it, gave it to Mother and sent you home to get well on it. He stood on the step and lit a new cigar after every patient . . ."

"A few semi-nice houses did trickle round the corner of Fort Street into Cook, but they got smaller, poorer and scarier as Cook went south. At Fairfield Road Cook

stopped being a street at all . . . It was nothing but a streak of skunk cabbage bog running between King's and Smith's Dairy farms . . ."

On this bog people skated in winter.

Oddly enough, in Emily's childhood years and in later times, too, the winters were cold enough for skating, even, occasionally, on Portage Inlet.

With the filling of the Cook Street bog, which was also a garbage dump, Victoria put into service its two-wheel, blue dump-trucks; and then Chinese vegetable farmers took over. Presumably the garbage provided a satisfactorily fertile subsoil for the vegetables were magnificent. The Chinese, she recalls, peddled the crop from door to door in baskets slung at the ends of carrying poles, just as in their homeland.

She watched the filling of the James Bay mudflats and the building of the splendid Empress Hotel behind the boardings, the construction of the Causeway, which replaced the old, wooden bridge, and the erection of the handsome "parliament buildings," as they were called.

In the main, Emily was happy enough as a child, but as she grew older she was discontented, and "all in the world she wanted," as N. de Bertrand Lugrin wrote, "was to go away from Victoria and meet old-world artists and learn to create beautiful things."

She got her wish, and spent years studying and working abroad.

But finally, better equipped, then, to undertake the mission of art to which she was called, she yearned for the woods and sea of her native land, the wild skies of winter and the placid meadows of the summer. She came back to them fiercely resolved, and although it was a long time to accomplishment and recognition, she knew she was appreciated, finally, and that her work would live.

That is really all she ever wanted.



—Courtesy of Miss Flora Hamilton Burns.

EMILY CARR

Born in Victoria, Dec. 12, 1871;
Died in Victoria, March 2, 1945.

Dallas Road was the first scenic drive, she says, and on the two highest points of the cliffs were set two cannon, "hidden from the straits by sodden earth mounds. These were really ammunition cellars one on either side of each cannon; they had heavy-timbered and padlocked doors . . . These cannon guarded the entrance to Esquimalt harbor," so she believed.

"The waters of the strait were icy. Occasionally we were allowed to put on white cotton nightgowns and go bathing in the sea . . ."

"The first Victorians could tell splendid stories of when Victoria was a Hudson's Bay post, was called Fort Camosun and had a strong stockade about it, with a bastion at each corner to protect the families of the HBC men from Indians and wild beasts . . . There were people in Victoria only middle-aged when I was little, who had lived in the old fort and could actually tell you about it."

"All about Victoria were lovely drives—Admiral (sic)

road, Burnside, Cadboro Bay, Cedar Hill. The country roads were very dusty and dry, so every few miles there was a roadhouse with a bar for the men and a watering trough for horses—ladies went thirsty.

"Government Street was the main street of the town. Fort Street crossed it and at the cross, in a little clump, stood most of the shops. On Yates, View and Broad streets were a few lesser shops, several lively saloons and a great many stables. On Bastion Street stood the courthouse and the jail."

Frequently she used to encounter the chain-gang, with rifle-armed guards, breaking rocks for the improvement of the streets or working on the legislative buildings grounds.

"Down on Wharf Street, facing the harbor, were the wholesale houses (her father's among them). Fisgard, Cormorant and Johnson streets were Chinatown. At the tall end of these streets were

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Famous Inns of the Island

THE watch in the pocket of Robert Dunsmuir, MPP, was ticking toward a late lunch hour as the official party moved from the decorated station to Nanaimo's Royal Hotel for rest and refreshment.

It had been a long morning and Sir John A. Macdonald had spent it working on the railroad.

Sir John had driven a golden spike with a silver sledge into a tie on a hillside above Shawnigan Lake where Cliffside station would stand to facilitate joining rails going north from Esquimalt, those coming south from Nanaimo, on Mr. Dunsmuir's Esquimalt and Nanaimo Railway.

The tributes and the polite and political phrases had flowered at stops along the way. In the town built by Dunsmuir and coal, the hotel promised temporary relaxation, perhaps a libation. The date was August 13, 1886.

In the kitchen of the Royal, final preparations were being made for lunch. The Royal recognized the importance of the occasion and management and staff intended to do it justice. It had a reputation to maintain.

By ARTHUR STOTT

Three years earlier, Richard Watkins, proprietor, had advertised the house as the "only hard-finished hotel in Nanaimo". That, as Victorian E. E. Heath remembers the building from a much later date, probably meant a brick facade with stone corners.

This was elegance at a time when most island hotels were frame structures, standing uneasily under the persistent threat of fire.

In conservative advertising the hotel also informed travellers that room and board were available at modest rates—a point which might have impressed the first prime minister of Canada. His party had considered itself outrageously overcharged during his stay at Victoria's swank Driad Hotel. And the advertisements also noted that the Royal bar carried "the best wines, liquors and cigars."

The provisions were not overemphasized by large type, as they were in many other contemporary hotel advertisements—except those of temperance houses—but they were sufficient to strengthen the pledge of a drink for a thirsty man. And the chief Father of Confederation had an admitted and abiding thirst.

The promise proved empty. Lady Macdonald and others of the party were watching carefully to guide Sir John away from spirituous liquors. In was not until he had descended deep into a coal shaft that he could enjoy a drink of Dunsmuir whisky during a tour of the nearby Wellington colliery.

If inns of the day made much of the excellence of their bar supplies, that was not the only beverage widely publicized.

In July, 1880, the new Goldstream Hotel—replacing the one destroyed by fire for which "mischievous boys from town" were blamed in 1873—made a unique claim.

The traveller could, of course, enjoy the "best wines, liquors and cigars" (Province cigars, made by Behnen and associates in Victoria, the old-timers say), but there was something else. He could quaff "pure Goldstream water" absolutely free. And Goldstream water, it was claimed, "smooths the wrinkles of the old, gives health to the sick, beauty to the young and wisdom to all." Who'd want whisky?

There were other attractions at Goldstream. You reached it, said the advertisements, "over roads affording the most delightful drive on the island"—about 10 miles of them from a Victoria starting point. Board and lodging rates were reasonable. The surrounding country was magnificent.

Trails through the forest of stately trees carried a wanderer to the big trout or brought him out along the stream where trout awaited the angler, and—in season—salmon rushed against the current to spawning beds.

A favorite picnic and outing place this, for early Victorians.

Few of the early island hotels beyond the city enjoyed a finer reputation than Koenig's at Shawnigan Lake. To this waterside property came husband and wife in 1891, purchasing the old Morton House and running it as a hunting and fishing lodge.

Remodelling greatly added to the attractions of the building in 1897 and a growing clientele began to spread word of its hospitality.

Fire demolished the place in 1901, but a new and more up-to-date building, the Shawnigan Lake Hotel, rose to replace it at the station then called Koenig's.

Here Mrs. Anna Koenig, later changing her name to Kingsley, raised her family, survived her husband and by generosity and good works in the district, became one of its best-loved pioneers.

In the hotel at the turn of the century was born the Shawnigan Community Christmas Tree—an institution that continues uninterrupted today—and here was held the formal dinner which marked the birth of the venerable Shawnigan Lake Athletic Association.

It was a chancy ceremony, the dinner which signalled the opening of the association's own hall close by in 1910.

These Were the Gracious Days



The Willows Hotel, long vanished in flames, was one of a number of famous hoteliers on Vancouver Island over the years. Here the world-famous Tye Club was formed and

hundreds of distinguished visitors came for the salmon sport. It boasted a 40-foot bar, shown here, clear grained fir in one piece, 18 inches thick.

Late on the day when all arrangements had been made for the festivities, came word that King Edward had died. The plans were too far advanced to permit postponement, but enthusiasm was shadowed by the monarch's passing.

Year by year the hotel extended its reputation, strengthened its position as the centre of community life. Here the vacationing visitor could sit on the shaded verandah on hot sunny afternoons, while cicadas chirred their monotonous. Here families with small children could wander down to the warm water to bathe. And here, in comfort, guests could watch racing shells flashing up and down the lake during regatta time—the highlight of the summer.

At the well-worn hitching posts stood horses and buggies in the summer, horses and sleighs in winter. It was so cold, on occasion, that the lake froze deeply enough for travel. Inside, whatever the season, the Kingsley hospitality reigned.

It was a place of comfort for guests who became less paying clients than friends of the house—a place of good, simple talk of fishing, hunting, of events in the village and around the lake, legends, perhaps of Eddie Hanlan, once Diamond Sculls winner, defending his world championship there—and the noisy hubbub of regattas. So it continued until Mrs. Kingsley sold out in 1912 and new proprietors continued the customs.

If the heyday of Shawnigan regattas—events notable throughout the Pacific Northwest—matured from modest events in early days of the hotel there, still wider interest was to grow from a broader sporting appeal far up-island as the new century marched into its second decade. Here again, a pioneer hotel played its part.

When Charles and Fred Thulin came from Lund to Campbell River to build The Willows and open it on July 1, 1904, the story of big salmon had already circulated.

With the help of Emmerson Hannan, who later tended bar there, the brothers put up their structure on the site now occupied by the Van Isle Theatre. There it attracted sportsmen—fishermen when the big springs were running, hunting when the various game seasons opened.

By 1908 the hotel was too small. A second of the same name was built, but lasted only a year when fire destroyed it. Almost immediately work started on a successor. It also opened on Dominion Day, this time in 1909. It's Moore Light was an illuminating innovation for the area and shed its radiance through the lobby for eight years, until electricity was installed.

The "new" Willows found wide popularity among visiting loggers, trappers, prospectors and fishermen in its first decade. It achieved international fame in 1924-25, when wealthy and distinguished sports fishermen from as far away as London, Pittsburgh, San Francisco and Hong Kong met there to form the renowned Tye Club.

This was an elite of the angling world, gaining membership by catching bronze button tyees running from 30 to 40 pounds, silver button fish between 40 and 50 pounds, gold button awards for trophies 50 to 60 pounds and a diamond button for those rare giant springs that topped 60.

These were the founding fishermen—Gen. Sir John Asser, Governor-General of Bermuda, and Lord Astor and his son, the Hon. W. W. Astor, of London, among them—who spread the fame of the resort around the globe.

To the region came notables of international life and the Hollywood moving picture world—men and women whose names were synonymous with big business, finance, and high society.

Here they could gather for a before-dinner drink at a bar made from a 40-foot slab of clear-grained fir, three inches thick and 18 inches wide—a bar where, before them, Campbell River's first magistrate, J. Sullivan, had presided, mixing drinks when not active on the bench. Years later he was followed in the exercise of legal duties by the community's most impressive literary and conservation figure, Roderick L. Haig-Brown.

Like other notable inns and stopping places, the third Willows came to a fiery and tragic end—transformed into an inferno on January 19, 1963.

With the extension of the E and N from that August day in 1913 when Sir John A. rode the first train through from

Victoria to Nanaimo, the hoteliers of the Island found increasing business.

Alberni's venerable Arlington, frequently renovated and refurbished, thrived on the growing trade from its opening by Mathew Ward on March 14, 1894. That was an occasion of high importance to the burgeoning town, with a grand ball attended by 150 couples, dancing to a string band, and inspection of many of the 32 rooms which offered what was excitingly up-to-date for that time.

To it flowed many of the men heading for the Klondike in the rush of 1898 and, later, sportsmen seeking game in the hills or fish in the streams, lakes and the famous Alberni Canal, a natural and extravagantly beautiful waterway.

"Prices seemed reasonable, judged by today's standards, in the hotels of the late '80s and '90s."

The Lotus, in Nanaimo, featuring an Old English fireplace, a solid black walnut bar, three mirrors and what the advertisements called an artistic plaster, with Dutch-style hanging lamps, offered room and board for \$5 a week. At the Hotel Nanaimo, rates ran \$1 a day and up—and facilities were "strictly first class."

The Park Hotel, at the corner of Comox Road and Wallace Street in the same city, a temperance house inviting patronage from single ladies and families, provided board and lodgings for \$6.50 a week, with a meal or a bed for a night each costing 25 cents.

Farther south the old Cowichan Lake Hotel offered unique transportation arrangements. From it, in 1911, a small steamer operated each morning, connecting with a stage which carried guests to Duncan's Station after fishing or hunting trips in territory abounding in trout, deer and elk.

And in Duncan, the traveller could find comfort and satisfying meals at the Tzouhalem, claimed by its owner, Dick White, in 1959, to be the "oldest hotel in B.C."

The original building on the present site, by Mr. White's account, was erected about 1887, during the lifetime of the Cowichan war chief from which it took its name. The "Terrible Tzouhalem," according to the hotelier, was the only Indian to lead a war party against Fort Victoria. He died at the hands of a husband fighting to save his wife from the outlaw's harem.

Horseshoe Bay Inn, Chemainus, constructed 90 years ago, boasted a register containing the names of John D. Rockefeller and Andrew Carnegie. In November, 1900, these distinguished visitors were drawn to this outland area by timber interests they held at the time. And here, also, Zane Grey, the Indian poet Pauline Johnson and the less reputable "Hell-Fire" Peterson stopped—Peterson before facing trial in New York for the murder of a young seaman he knocked overboard in a fit of rage.

Such was the house where one could dine, in earlier days, on venison, grouse, quail, pheasant or Canada goose and where the bar served rye at 75 cents a bottle, French brandy at \$1.50.

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No white lines on the pavement, no pavement and no cars nor parking meters—but this was Douglas Street looking north from Yates. Beyond the City Hall clock tower can be seen the spire of the old Iron Church which was shipped around the Horn. Note the arc lamps. Picture top right shows Government Street looking south from Pandora. Even newcomers to Victoria can recognize some buildings still standing.



LOOKING GLASS

The pictures on this page were made from glass negatives believed to be from the collection of an early Victoria dentist, Dr. A. J. Garesche. They were recently discovered in a Victoria storeroom and are considered by local historians to be a rare and valuable find.

Reflections from Turn of Century



Victoria harbor scene of the 1890s compares with today only in the shape of the inlet. Notice the swing span on Johnson Street Bridge, in picture at right, and the James Bay Athletic Association buildings, right foreground, where the CPSS dock now sits. Across



the harbor, right, can you pick out the old customs house, now the home of HMCS Malahat? Most everything is changed today. The pictures were taken from the Legislative

Buildings, looking north and west. The fine home, foreground of picture at left, corner of Belleville and Menzies, was owned by Thomas Hooper, architect.

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Dolman, Capes and Novelty Suits at One-Quarter Off

Remember, this offering is for Thursday, Friday and Saturday only—and the garments offered are in women's sizes and last, naturally, subject to prior sale at the height of the season. Attention! Don't miss it!

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Mallek's

1696 Douglas

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Taken from present site of Empress Hotel, picture shows James Bay Bridge which existed prior to construction of the Causeway, filling in of the flooded "mud flats" and the hotel construction. The old post office, now a remodelled and expanded customs and immigra-

tion building, can be seen at extreme right. Edifice on top of post office was Victoria weather bureau platform for sky study. The building in the foreground was a combination centre for Victoria Yacht Club and Jones' Boathouse.

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From Schwengers' Court Days ...

B.C. Has Raised Great Champions

By DOUG PEDEN

ALMOST before its doors were opened on August 23, 1966, during this province's centennial year, the British Columbia Sports Hall of Fame had outgrown its first home—in the British Columbia Building in the Pacific National Exhibition grounds at Vancouver.

Exhibits honoring the exploits of great athletes and renowned teams packed the allotted space and with many more names destined to be added to the honor roll it was obvious that the richness of B.C.'s sports history would eventually demand a home of its own for the Hall of Fame.

Now, while Canada is celebrating its Centennial, the Sports Hall is hurrying toward its first birthday. It may be cramped, but it is impressive and it provides deserved tribute to the men and women who have contributed so much to our sports history in the past 100 years.

Yes, there was sport in this province in 1867. Cricket was probably the leader, making its first recorded appearance in Victoria in 1848 with the arrival from England of Capt. W. Colquhoun Grant, who included a full set of cricket equipment in his baggage.

The Victoria Cricket Club was formed a few years later. Rugby had its enthusiasts among the pioneers and the April 21, 1859, edition of the Victoria Gazette carried a notice announcing that horse races would be held around Beacon Hill Park on May 2. These were the beginnings.

Much of what has happened since is mirrored in the PNE sports shrine. Although there is no way to recapture or reflect all the color, courage or calibre of the early days of sport, the Sports Hall of Fame provides impressive proof that while British Columbia has been developing into an industrial power, it has also been breeding an impressive race of athletes.

You'll find the names of the great ones there: Lester Patrick, Dr. David Turner, Archie McKinnon, "Torchy" Peden, Norm Baker and Bernie Schwengers, Victorians all, along with the likes of world or Olympic champions Percy Williams, Jimmy McLarnin, Doug Hepburn, and Dunc McNaughton.

With them are mentorees of championship teams from the westernmost province, including Victoria Cougars, kings of the hockey world in 1925; the world-record-breaking four-cared crew made up of Lorne Loomer, Don Arnold, Arch McKinnon and Walter d'Hondt, who won a gold medal at the 1896 Melbourne Olympic Games; other great rowing crews from the University of B.C.; Victoria Dominions, many times rulers of the Dominion's amateur basketball world, and B.C. Lions, Grey Cup football champions in 1964.

Still active and thus not eligible for membership in the Hall, but undoubtedly destined to be enshrined in future years are Vancouver athletes Harry Jerome and Elaine Tanner and Nelson skier Nancy Greene.

Jermpe, who has shared the world sprint records for 100 yards and 100 meters, won a third-place medal in the Tokyo Olympic Games and won the gold medal in the 1966 British Empire Games at Jamaica, where Miss Tanner collected the amazing harvest of seven swimming medals.

Miss Greene earlier this year established herself as queen of the world's skiers by winning the World Cup, although missing some Cup events in order to compete in meets in Canada.

Perhaps also treading a path that will one day lead her into the hall is Victoria badminton star Allison Day-Smith, who won a flock of titles, including the national junior championship, and represented Canada along with Victoria clubmate Judy Humber at the 1966 Empire Games before this year capturing the Canadian senior women's crown.

McLarnin (boxing), Williams (track), Peden (cycling), Baker (basketball) and Turner (soccer) have all received a rare honor. Each was voted Canada's greatest athlete of the

half century (1901-1950) in a poll of the nation's sportswriters, and is a member of the Canadian Sports Hall of Fame.

McNaughton, Vancouver high jumper who was a surprise winner of an Olympic gold medal at Los Angeles in 1932, and Hepburn, the husky Vancouverite who won the world weightlifting championship and was named Canada's outstanding athlete in 1953, are also enshrined in the national Hall of Fame, in Toronto.

Patrick, one of hockey's immortals, and McKinnon, developer of champions and coach of Canadian track and swimming teams at Olympic and Empire Games, were elected to the B.C. Hall as builders of sports.

Bernie Schwengers was one of three Victorians who formed Canada's Davis Cup tennis team in 1913. The others were Capt. J. F. Foulkes and B. J. Powell and the Canadians defeated South Africa in the first round but lost to United States.

Schwengers, national singles champion in 1911 and 1912, formed a two-man Davis Cup team with Powell in 1914, but the Canucks lost to Australia.

Most famous of B.C.'s tennis stars was Dr. Jack Wright, who was born in Nelson and later played in Montreal. Wright was a three-time national champion and played on 11 successive Davis Cup squads, from 1923 to 1933. His feats were such that Wright was elected to the Canadian Sports Hall of Fame as the country's greatest tennis player of the half-century.

Two Victoria players have won Canadian women's singles titles—Hope Leeming in 1925 and 1926, and Susan Butt, now a Toronto resident and still active on the courts.

Most impressive of the exhibits at the provincial Sports Hall is the one honoring Percy Williams, who provided the most dramatic accomplishment in Canadian sports annals.

Canadians were stunned and elated on July 29, 1928, when word was flashed from the Olympic Games at Amsterdam that Williams had won the gold medal in the 100 metres sprint. Three days later the 19-year-old Canadian, who had been given little chance against the world's best, became a double Olympic sprint winner by taking the 200 metres.

In the section for Williams, who once attended University School at Victoria, are some remarkable trophies, including gold watches, keys to cities and the trowel he used to dig the starting holes for his Olympic victories, which preceded many other triumphs.

William "Torchy" Peden was also a member of that 1928 Olympic team, but the big Victoria redhead was destined to finish far behind the leaders in his strongest event when two tire punctures and a touch of food poisoning erased his chances in the 106-mile bicycle road race.

Later, Torchy set a Scottish 25-mile record during a triumphant visit to Britain and he returned to Canada to win every event in the national amateur track championships before turning professional in 1929.

His amazing endurance enabled him to become the most successful rider of his era in the then-popular six-day races. He rode 146 six-day grinds before retiring in 1948 with an all-time world mark of 38 victories, which went unbroken until 1965.

Lester Patrick, first of hockey's rushing defencemen, and his brother Frank, brought professional hockey to the Pacific Coast and the game has since been a generous contributor to the B.C. sport history book.

Although Alexander McLean pioneered B.C. hockey in his natural-ice arena in Kamloops in 1894, it was Joseph Patrick and his sons who installed the game in Canada's first artificial-ice arenas.

Pro hockey made its B.C. debut in Victoria on Jan. 2, 1912, and city fans watched the first game ever played on artificial ice as Lester's Senators dropped an 8-3 decision to New Westminster Royals. Three days later Frank Patrick opened the 10,500-seat Vancouver Forum, then the largest indoor ice arena on the continent, and watched Newswy Lalonde and St. Griffiths spark his Millionaires to an 8-3 victory over the Royals.

Although Victoria, in 1913, was the first B.C. city to win

... to Nancy Greene's Triumphs



Courtesy of Fred Henry

the world professional hockey championship—the Senators defeated Quebec Bulldogs, who refused to risk the Stanley Cup. Vancouver, in 1915, was the first to capture the Stanley Cup.

The cup came west again in 1925 when the Victoria team, then called the Cougars, defeated Montreal Canadiens at Victoria. Big-time hockey departed from the province the next year after the Cougars lost the Stanley Cup final to the Maroons in Montreal and Western League teams were purchased by the National Hockey League for \$300,000.

Lester's sons, Lynn and Murray, brought additional honor to the province by following their father to the National League as players, then coaches and managers.

Amateur hockey recognition in the Sports Hall was assured by Penticton Vs, who regained the world championship for Canada in 1955 when they defeated Russia 5-0 in the world tournament final in Germany, and Trail Smoke Eaters, winners of the world amateur crown in 1961.

With a Vancouver club helping to launch a new professional soccer league this year, more attention than usual may be focused on the display in the PNE hall for Dave Turner, now B.C.'s deputy minister of conservation and recreation.

The Scottish-born inside-left learned much of his soccer in Edmonton before bringing his talents to Cumberland in 1923—during the roaring days of Vancouver Island soccer, when men like Fats Edmunds, Dave Dugan, "Daisy" Waugh, Alec Crawford and Jimmy Adam were the darlings of the fans.

Turner was playing at Fall River, Mass., in a pro circuit in 1925, when Nanaimo became the first B.C. city to win the Canadian championship. After a year with Uster United in Toronto, he was back to join the New Westminster Royals in 1927. In a decade at the Royal City he teamed with mates like Dick Stobart and Jack Coulter to help the Royals win four national crowns and wrote his name indelibly in the country's soccer records.

British Columbia has produced a host of great basketball teams and famous players, but none of the hoop stars blazed as spectacular a trail as did Norm Baker, who broke into senior ranks at the age of 16 with the Victoria Dominions.

The Blond Bomber helped the Dominions to three of their four national crowns before turning professional with Chicago Stags in 1946. His remarkable scoring skills took Baker to Vancouver Hornets, New York Celts, Boston Whirlwinds and on a European tour with the Stars of the World before he closed out his pro career in 1961 with Boston.

No Hall of Fame would have been complete without the inclusion of "Baby Face" Jimmy McLarnin, the Vancouver newsboy who parlayed a mighty left and burning ambition into the world welterweight boxing crown and a fortune.

Victoria Cougars won hockey's Stanley Cup in 1925, and these were the world champions: from left, rear row, Gordon Fraser, Wally Elmer; Lester Patrick, manager; Clem Loughlin and Jack Walker; front row, Frank Foyston, Hal Halderson, Frank Frederickson, Happy Holmes, Jocko Anderson, Harry Meeking and Harry Hart.

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Come in and browse—see our authentic oriental merchandise that lend a special atmosphere for the Centennial Year gifting.

The Management and Staff of the Orient are proud to take part in saluting Canada on its one hundred years of Confederation.

WICKER BASKETS

EMBROIDERED SLIPPERS

SILK PYJAMAS

HOUSE-COATS

CHINESE STYLE DRESSES

WICKER ARMCHAIRS

WICKER CHAIRS

CARVED TEAK CHESTS TABLES

JEWELRY

PATIO FURNITURE

CHINA

HAND EMBROIDERED LINENS

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BRASS PLACE MATS

The ORIENT

1411 Government Street

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OF VICTORIA LTD.

383-6223

When Coal Was \$6⁴² Per Ton

Victoria, B.C., July 5 1883

Mr. Walter Walker, Owner

WALTER WALKER,

COAL and WOOD DEPOT,

DICKSON, CAMPBELL & CO'S. WHARF.

4772-4774 Street, opposite Langley.

Coal and Wood delivered to any part of the City free of charge.

TELEPHONE: 79

June 27	1 1/2 Tons	Received and Exp. Paid	11 25
	5 Tons @ 27.00 B.C.		1 35
		pd July 4-83	8 12 60
		W. Walker	

The above invoice, made out by the founder, Walter Walker, represents a sale to the Steamer J. C. Adams on June 27, 1883. Note that it is marked paid 8 days later, on July 5.

Our customers of today, built up through more than 80 YEARS of service, readily take advantage of our continued FRIENDLY dealing at their convenient downtown office, where LOCAL BILLING is done for

QUALITY HOME FUELS

FURNACE and STOVE OIL

Automatic Oil Delivery Free Furnace Burner Service 10-Year Furnace Financing Budget Billing

WALTER WALKER & SONS

(1963) LTD.

739 PANDORA AVE. 384-7104



Looking south from Pandora Avenue, this was the scene on Government Street, Victoria, in the early 'eighties (above). Building in left foreground was the Tai Yune & Co. opium factory, a business which flourished in the early years. At right, the photographer got his picture from nearly the precise spot where the cameraman set up his tripod 80 years ago. The opium factory, incidentally, required only a federal licence to operate. Bulk of the opium produced was smuggled to the United States.

80 years
of change
recorded
by camera



High-rise apartments and the Empress Hotel block the view of the Causway (top right). The tall chimney of the hotel's laundry is on the site of Weiler's furniture factory, seen (centre), in the photograph at right, taken in 1888 from the Blanshard-Burdett intersection on what was known as Church Hill. The original James Bay bridge spans the mud flats on which the Empress Hotel was built, and beyond it the James Bay Athletic Association boathouse and clubhouse are readily distinguishable. The Brackman-Kerr mill building is faintly discernible in the right-hand distance.

Photos of "Yesterday" from B.C. Archives
Corresponding Photos of Today by Cecil Clark

Motion Pictures Are Your Best Family Entertainment

Our Centennial Year motion picture features offer a wide range of entertainment... from rib-tickling comedy to profound drama. At the Gem Theatre in Sidney, you will always find a motion picture to give you a fine evening's entertainment.

When in Sidney, enjoy a fine motion picture at the Gem
2388 Beacon Ave.
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GEM
THEATRE
Sidney, B.C.



North West Trust

Western
Canada's
Leading
Property
Managers

Regent Towers

415 MICHIGAN ST.

- Studios
- 1-Bedroom
- 2-Bedroom

(1½ Baths in two bedroom suites)



Charter House

435 MICHIGAN ST.

- Studios
- 1-Bedroom
- 2-Bedroom



We Offer All the Conveniences of
High Rise Living and This Includes

- Conscientious Management
- Pleasant Atmosphere

PHONE
386-3534



This early cross-town view was taken from old Christ Church Cathedral site, showing the first Point Ellice Bridge, upper left. The towered building is the St. George Hotel, where



Eaton's store now stands. From approximately the same spot, but from the elevation of the Law Courts roof, today's scene makes a remarkable comparison.

AUCTION

KILSHAW'S AUCTIONEERS LTD.

Joining in with good wishes on the 100th anniversary of Canadian confederation. A proud and prosperous country is a brilliant example of what may be accomplished with teamwork.



FRANK KILSHAW



HAROLD YARDLEY

As auctioneers, Kilshaws have been continuously associated with the passing parade of people in all walks of life of this great nation. To them we have given our service, built on integrity through the years we have been in operation. We have assisted in every way possible.

Auction Every Friday Evening
Furnishings Purchased for Cash
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PROGRESS ROLL OF VICTORIA AND DISTRICT BUSINESS FIRMS



These outstanding business firms have been listed under the number of years they have effectively shared and contributed to the steady growth of our community. Together, these younger concerns, the older ones, and the oldest, who are each masters in their respective fields, THANK YOU, their customers, for making the number of years they've been in business possible.



WE CONGRATULATE CANADA ON ITS 100th ANNIVERSARY

297 YEARS	80 YEARS	70 YEARS	61 YEARS	54 YEARS	49 YEARS	40 YEARS	36 YEARS	33 YEARS
HUDSON'S BAY COMPANY 297 years of service 1671-1967 1701 Douglas Street	COLONIST PRINTERS LIMITED Fine Printing for Over 80 YEARS (Rear) 2631 Douglas Street	DICKSON IMPORTING CO. LTD. Dickson's Blossom Tea And Coffee 1313 Wharf Street 382-1614	THOMSON AND IRVING FUNERAL CHAPEL Established 1906 1625 Quadra	VICTORIA SPORTING GOODS CO. LTD. Looking to the FUTURE 384-7374 1410 Douglas St.	A. W. PERKINS & SON Automobile and Furniture Upholstery Experts Since 1902 2924 Graham 383-0684	OAK BAY BICYCLE SHOP With 40 Years Experience We carry: RALEIGH - TRIUMPH C.C.M. BICYCLES 384-5451 1968 Oak Bay	FOR 36 YEARS Serving Fashion-Conscious Ladies, World-Wide GIBSON'S LADIES' WEAR 706 View Through to Douglas	OLDFIELD SERVICE GARAGE Complete Automotive Repairs 5295 W. Saanich 479-2800
THE STANDARD LIFE Assurance Company Canada's First Since 1853 386-6147 1061 Fort Street	PEMBERTON HOLMES LTD. "One family service since 1887" 1002 Government Street 384-8124	69 YEARS 80 Years Serving Vancouver Island Real Estate, Insurance, Mortgages J. H. WHITCOMBE & CO. LIMITED Est'd. 1898 Victoria - Duncan - Chemainus	THE BEEHIVE "Victoria's Oldest Wool Shop" English Knitting Wools Tweed and Yarn Kits 513-B Fort St. 383-9821	CRYSTAL SPRING BEVERAGE CO. LTD. Quality Refreshment Since 1913 Seven-Up, Royal Crown Cola, Hires Root Beer, Orange Crush	AUTO ELECTRIC SERVICE (VICTORIA) LTD. SERVICE SPECIALISTS: GENERATORS, SPEEDOMETERS, STARTERS, CARBURETORS, FRONT END ALIGNMENT 1108 Yates 384-7141	C. N. MONTAGUE CO. LTD. Real Estate Auto and Fire Insurance 1028 Blanshard 384-9318	YOUNG AND BANFIELD RADIO LTD. Famous For Personal Service 794 Fort 382-5512	SONGHURST SHELL SERVICE for expert motor tune-up and brake repairs Corner Yates and Fort 384-5312
109 YEARS THE DAILY COLONIST Our 100th Year	THE YORKSHIRE Serving British Columbia Since 1888 737 Fort St.	NATIONAL TRUST CO. LTD. Established 1888 Doing Business in Victoria Since 1900 1280 Douglas 388-5451	60 YEARS JOHNNY'S RESTAURANT Where old friends have been meeting for over 50 years. 883 Fort 386-2514	SPROTT-SHAW Modern Business School Est. 1913 1012 Douglas St. 384-8121	BROWN BROTHERS Agencies LTD. Insurance Real Estate Mortgages 1125 Blanshard 385-8771	PAISLEY CLEANERS Serving Victorians for over 40 years 522 Gore St. 384-3724	BURNSIDE HARDWARE Hardware—China—Sporting Goods—Paints Garden Supplies 100 W. Burnside 383-2313	NU-WAY CLEANERS LTD. "Home of the Fabric Doctor" 420 William St. 1590 Cedar Hill X Rd. 382-4266
"You'll Get a Better Buy at Hickman Tye!" 109 Years Serving B.C. HICKMAN TYE HARDWARE CO. LTD. Victoria Vancouver	CANADA DRY LTD. 629 DAVID 383-8111	CHAMPION'S LTD. Established 1899 FURNITURE UPHOLSTERY 905 Fort 383-2422	FRASER BISCOE A respected name in Vancouver Island real estate since 1901 17th Floor, Executive House 777 Douglas 383-9413	GARDNER AGENCIES LTD. 899 FORT ST. INSURANCE—REAL ESTATE MORTGAGES ESTABLISHED IN 1913	PRICE & SMITH LTD. MEN'S WEAR Serving Victorians Since 1919 652 Yates 384-4721	PALM DAIRIES Est. 1928 930 North Park 385-3461	FAIRFIELD HOME SERVICE STATION Complete Automotive Service 503 Cook Street 383-1714	PARKER-JOHNSON LTD. Over 60 years combined experience in the roofing business in Victoria. 1314 Broad 382-9181
SHIP CHANDLERS (McQuade's) Ltd. 1203 WHARF ST. (FOOT OF YATES) 383-1141 SERVING VANCOUVER ISLAND SINCE 1888 109 Years in Business	MONTREAL TRUST CO. Est. 1889 Serving Victorians Since 1946 1057 Fort 386-2111	P. R. BROWN & SONS LTD. General Insurance—Real Estate—Mortgages Property Management 762 Fort St. 385-3435	59 YEARS H. E. FOWLER AND SONS LTD. General Contractors 556 Johnson 385-2496	RAMSEY MACHINE WORKS LTD. Established 1907 Machinists Welders Steel Fabricators 384-5314 1630 Store Street	THOBURN GARAGE When it comes to cars We know our business Complete Automotive Repairs 852 Esquimalt 383-5631	NELS FOSTER LENNOX REFRIGERATION AND AIR CONDITIONING CO. LTD. Commercial and Industrial Sales and Service 386-3475 944 North Park, Victoria	WATSON'S MEN'S WEAR Watson's Men's Wear has a SUIT TO SUIT YOU 1435 Douglas 383-7025	HARKNETT FUEL LTD. Serving Greater Victoria Since 1935 2333 Government 384-9381
VICTORIA MACHINERY DEPOT CO. LTD. Est. 1904 Years Plant No. 1 - 343 Bay Street Plant No. 2 and head office 33 Dallas Road	A. F. Ames and Co. Limited Investment Securities Business Established 1889	C & C TAXI Established 1900 BUS CHARTERS SIGHTSEEING TOURS 383-1121	VICTORIA VAN AND STORAGE CO., LTD. Est. 1908 517 Esquimalt Rd. 384-4118	STEVENSON'S HOMADE CHOCOLATES AND CANDY Imported Toffees and Candies 1425 Douglas St. 383-8823	VICTORIA PET SHOP Serving Pet Lovers For 47 Years Est. 1920 Broad and Johnson Sts. 384-5721	DEIGHTON'S SERVICE STATION LTD. Serving Victorians Since 1928 752 Caledonia 383-8842	STAN PAT SERVICE STATION 35 Years Dependable Service at the Same Location 1620 Oak Bay 383-1921	ST. JOHN AMBULANCE Serving Humanity for Over 1,000 Years 388-5606 941 Pandora
B.C. LAND and Investment Agency Ltd. SERVING B.C. SINCE 1883 922 Government St. 388-5555	WOOLWORTH'S Salutes CANADA In Her 100th Year Serving Canadians Better, Since 1889	RED CROSS SOCIETY VICTORIA CITY AND DISTRICT BRANCH 1064 Fort Street 382-3158	NATIONAL MOTORS LTD. New in our 58th year YOUR CHRYSLER DODGE DART CORDONET CENTRE 819 Yates St. 384-8174	J. J. ROSS AND SONS LTD. Complete Line of CHL. Paints 749 Pandora 383-3613	Art Pigott JONES BROTHERS BATTERIES LTD. Auto - Industrial and Marine Batteries 1314 Quadra at Yates 383-6523	VICTORIA SUPER SERVICE STATION THE ISLAND'S OLDEST 24-HOUR SERVICE Since 1928 2223 Douglas St. 383-1155	HAGAR & SWAYNE, LTD. INSURANCE REAL ESTATE 618 Yates St. 384-0531 (ANYTIME)	MEADWELL'S TELEVISION AND ELECTRONICS Specializing in RCA Color TV and Radio 2633 Douglas 383-9534
C. G. HEISTERMAN CO. LTD. Real Estate and Insurance Est. 1864 1121 Blanshard St. 383-4161	LEE'S ENGLISH TOFFEE SHOP Family Owned and Operated Since 1887 643 YATES (Between Government and Douglas)	HARTLEY'S PICTURE CRAFT Originally Established 1880 748 Fort St. 383-1552	58 YEARS SMITH BROTHERS FOUNDRY AND MACHINE WORKS LTD. Est. 1881 Marine Fittings, Machining Welding, Patternmaking, Polishing 632 PEMBROKE ST. 384-1828 and 384-3922	FAIRFIELD HARDWARE "The Biggest Little Hardware Store in Town" 337 Cook 383-0035	UNCLE DUDLEY'S TRADING POST New and Used Articles of Every Type 9732-1st St. Sidney 656-2468	ROBINSON PRESS Printing and Rubber Stamps For Every Need Est. 1928 656 Cormorant 383-0614	ANDY & JACK BATTERIES & TIRES Manufacturers of Acme Batteries Francis Batteries And Tires Ltd. 2150 Blanshard 383-7032	SAANICHTON GARAGE DON FACEY We take better care of your car Next to Saanich Post Office 632-1533
DOMINION HOTEL Serving Victorians Since 1867 759 Yates Street	WOODWARD'S STORES LTD. 1967 Marks our 75th Anniversary and the 75th Year of Service to the People of B.C. Mayfair Shopping Centre	FIELD'S SHOE STORE The men's and boys' shoe world. Handling all name brands. 1300 Government Street 388-5821	COLONIAL INN Victoria's Original Steak House A James Bay landmark for over 1/2 a Century. 270 Government St. 384-7151	THOMAS ATKINSON GARAGE Serving Victorians Since 1911 617 Vancouver 383-3131	"HOUSE OF SERVICE" Since 1922 Victorians have come here for the little things not found elsewhere. JAMES BAY HARDWARE 220 Menzies 383-0411	SYDNEY REYNOLDS LTD. CHINAWARE Est. 1929 801 Government 383-3931	NEWSTEAD REALTY A Gold Name for 38 Years 1010 GOVERNMENT 382-8117	31 YEARS A.B.C. ELECTRIC Vacuum cleaners, floor polishers, All small appliances. Best prices and values. Personal Service. 821 Fort 382-7221
HAYWARD'S CHAPEL 100 Years of Service "A Golden Rule Service" 734 Broughton	VICTORIA FOUNDRIES LTD. Successors to ALBION IRON WORKS Serving Victorians for Over 80 Years 622 PEMBROKE ST.	STRATHCONA HOTEL OF VICTORIA LTD. Est. 1902 919 Douglas Street	CREDIT BUREAU OF VICTORIA LTD. Established 1911 723 Fort St. 383-3111, 386-2431 28-18 Jones Building Members Associated Credit Bureau of Canada and America Credit and Personal Reports Accounts Recovery Specialists	MODERN SHOE CO. Ritchie-Slater-Clarke Fitting Specialists "Shoes" for men and young men 1321 Douglas 383-1821	CREED'S LANDING Salmon Canning Service Available 652-1512 7054 Brentwood	HAWKE'S BROS. ESSO SERVICE Serving Victorians Since 1929 Moss at Fairfield 383-0641	VICTORIA HAT CO. Men's and Ladies' HATS Cleaned and Blocked 706 Johnson St. 383-3515	30 YEARS MACMILLAN'S MOTEL AND RESTAURANT COFFEE MAC'S - 24 Hour COFFEE HOUSE 617 Gorge 384-9547
EATON'S SERVING CANADIANS Since 1869	MOORE WHITTINGTON Manufacturers of Wood Products Since 1893 2614 Bridge 386-1331	MAYNARDS AUCTIONEERS LTD. HELPING VICTORIANS SINCE 1902 733 Johnson 388-5191	BRAND'S RESTAURANT "For those who appreciate excellence in food at family prices." 1009 Government 383-0715	DOUGLAS HOTEL (Previously Prince Arthur Hotel) Est. 1915 1450 Douglas St.	QUANDALLA KENNELS Accommodated Also Pussy Cats Call Mrs. Wood 478-2397 21 Aldine	MACDONALD CONSOLIDATED Limited Wholesale Groceries Est. 1924 936 Viewfield 383-7161	SOOKE HARBOUR HOUSE Dining Lounge and Resort - Whiffen Spit Specializing in Local Seafoods Continental Cuisine 642-5613	SAANICHTON GARAGE DON FACEY We take better care of your car Next to Saanich Post Office 632-1533
JOHN MESTON LTD. Complete Collision Repairs Serving Victorians Since 1875 832 Johnson St. 385-8797	PLIMLEY Serving Victoria For 74 Years Your Guarantee 1010 Yates St. 382-9121	JOHNSTON & CO. LTD. Realtors and Insurance Brokers Serving Victorians since 1903 1306 Broad 385-2471	ECONOMY STEAM LAUNDRY LTD. "Serving Victoria Faithfully Since 1912" 607 John, Corner Rock Bay 384-6523	CAIRO IMPORT CO. LTD. Importers of TEA COFFEE CHUTNEY SPICES 1708 Douglas St. 384-6242	ROBERTSON LTD. THE SPODE SHOP Est. December 1924 1007 Government 383-3921	ROBERTSON LTD. THE SPODE SHOP Est. December 1924 1007 Government 383-3921	LES PALMER Est. 1933 Fine Clothing for Men for 34 years 714 View 382-2825	30 YEARS FARMER CONSTRUCTION LTD. General Contractors Specializing in heavy construction and alterations 2925 Douglas 388-5121
RICHARD HALL & SONS LTD. Service and Satisfaction Since 1882 FUEL and INSURANCE 746 Fort 384-1431	FOSTER'S FURS OLDEST FUR SHOP IN BRITISH COLUMBIA Since 1895 720 Yates St. 383-2514	KER & STEPHENSON LTD. Real Estate, Insurance, Mortgage Management 680 Broughton 385-3411	SANDS FUNERAL CHAPELS Established 1912	FOUNTAIN ESSO SERVICE Serving Victorians Since 1917 Tom Fiddler, Prop. 2706 Government 383-9442	MAISON DUDLEY BEAUTY SALON In Oak Bay since 1925 Complete Beauty Care 1528 Monterey 383-5641	HILDA BEAUTY SHOP 383-0722 2458 Windsor	EDDY'S LTD. Ladies' and Men's Wear Since 1934 1661 Douglas 383-6324	DICKS' Ladies' Ready-to-Wear SERVING VICTORIA'S LADIES SINCE 1937 1324 Douglas 388-7552
O. H. DORMAN LTD. Men's Wear Since 1883 1328 Douglas 384-5311	BARBER and HOLDCROFT Serving Victorians Since 1896 1623 Douglas Street	WOOD GUNDY SECURITIES LTD. Est. in Victoria Jan. 1, 1946 612 View 382-4261	GORDON HULME LTD. (Successors to business established 1912) Serving the Peninsula Real Estate—Insurance 2444 Beacon Ave., Sidney 656-1154	TIP TOP TAILORS LTD. Serving Canadians Coast-to-Coast. Half block south of City Hall 1412 Douglas 384-0814	HUB FURNITURE CO. ANTIQUE and HOUSEHOLD FURNITURE 713 Johnson 384-6125	F. N. CABELDU LTD. Serving Victorians Since 1930 1212 Broad 383-7174	WILLCOX LTD. Fleetwood and Zenith Dealer Sales and Service 849 1/2 Fort 383-9012	BRITE SPOT DRIVE-IN Specializing in Chicken 4n-the-Basket 3909 Quadra 382-3443
VICTORIA DAILY TIMES Celebrating Our 83rd Year	VICTORIA LAUNDRY Serving Victorians For Over 70 Years 731 Fisgard 384-7751	VICTORIA LAWNMOWER HOSPITAL Est. 1905 Sales and Repairs 834 Johnson St. 386-8338	BROOKLANDS MOTORCYCLE 937 Fort St. 383-5926 Serving the Motorcycleist Since 1913	OLD BRITISH FISH and CHIPS "The Finest in The Land" Open 6 days a week. 1316 Broad 384-6121	WILKES FURRIERS LTD. "Victoria's Fashion Centre" SAFE FUR STORAGE HUMIDITY CONTROLLED 1545 Fort St. 383-8225	McGILL & ORME PRESCRIPTIONS SINCE 1931	PHIL McQUADE CHEVRON SERVICE Serving Victorians Since 1927 1831 Oak Bay Avenue 383-5532	MULLINS MARINE SALES LTD. Your Exclusive Victoria Mercury Dealer 925 Yates Street 382-1928

PROGRESS ROLL OF VICTORIA AND DISTRICT BUSINESS FIRMS



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WE CONGRATULATE CANADA ON ITS 100th ANNIVERSARY

28 YEARS	25 YEARS	21 YEARS	20 YEARS	19 YEARS	17 YEARS	15 YEARS	12 YEARS	11 YEARS
STEWART & HUDSON LTD. "A Board or a Building" 400 Block, Gorge East	GURTON & MERCER LTD. SHELL SERVICE Serving Sidney and North Saanich for 25 Years Corner of McTavish and East Saanich Rd. 656-1931	McCANDLESS REALTY Established 1946 K50 Fort 383-6111	ALBERTA MEAT MARKET The Lowest Price Anywhere In Quality Meats. 1811 Cook 383-8552	We're old hands in a new industry! When you need PLASTICS, call on us! INDUSTRIAL PLASTICS LTD. 506 Fort St. 386-1477	WHITE'S TELEVISION Your RCA Dealer in Sidney Quality Colour TV Service 2363 Beacon 456-3012	BURNSIDE CAR RADIO EXCHANGE and AUTO ELECTRIC 350 Burnside 385-1379	TRIANGLE CREDIT UNION For Ocean Cement Employees 904 Gordon St. 388-4408	SCOTT PIANO SERVICE Tuning Servicing and Rebuilding Sales of Antique Pianos 384-4621 355 W. Gorge
J. H. & E. HUTCHINSON Specialists in kitchen and bathroom remodeling 1454 Elford 383-2690 Res. 478-1260	CORDOVA BAY GARAGE Service Is Our Business GARNET RIVERE TOM OLDS 8146 Cordova Bay 638-5421	DOUGLAS REALTY LTD. Real Estate And Insurance Serving Victoria for Over 20 Years 1710 Douglas 385-8784	MAGNET HARDWARE "For Your Every Hardware Need" 2072 Cadboro Bay 383-9022	COMMONWEALTH TRUST CO. Complete real estate service 523 Yates 388-5155	DICKIE AGENCIES LTD. Over 20 Years in Real Estate We Take Trade-ins 919 Fort 382-4312	MELROSE SERVICE LTD. BUD THATE JOE DUPUIS BOB THATE Fort at Oak Bay Junction	VANCOUVER ISLAND HELICOPTERS LTD. General Charter Mining Exploration Aerial Photography Flying Training 656-2821	FRANK WHITE'S SCUBA SHOP WESTERN CANADA'S FIRST AND OLDEST DIVING SHOP 1819 Douglas 385-4713
FYFE CLEANERS Congratulations to Canada On Its 100th Year 3460 Quadra 384-6519	HUTCHINSON TEXACO SERVICE Transportation Specialists Since the Turn of the Century 1647 Fort 383-5514	BRITISH COLUMBIA FOREST PRODUCTS LTD. Victoria Sawmill Division Successor to Cameron Lumber, founded in 1907 371 Gorge 385-3331	NEWPORT MEAT MARKET Quality Meats and Poultry 1161 Newport 383-2833	DELTA ELECTRIC Your Westinghouse dealer Just off Douglas at 714 CORMORANT 348-7416	GIBSON'S SERVICE GARAGE Complete Automotive Repairs 4079 Quadra 479-3777	McCOLL & SONS Meat Market The best cuts IN TOWN 208 Menzies 382-1611	FEATHERSTONE TRAVEL SERVICE LTD. Authorized Representatives All Air and Steamship Lines 734 Yates Street 386-6101	MORRISON'S ON DOUGLAS VICTORIA'S G.M. CITY 3050 Douglas St. 385-5777
WILLOWS B.A. SERVICE Pickup and Delivery Service Complete Automotive Repairs Cadboro Bay at Kinross Avenue 383-3349	VICTORIA ROOFING and INSULATION CO. LTD. Serving Victoria Since 1943 917 Fort 382-2331	ANGUS MARINE Boating is Our Business Let Us Make It Your Fun 2220 Douglas Street 384-7431	GORDON HEAD SHELL SERVICE Service Is Our Business 3949 Shelbourne 477-1875	MARR-WINN Beauty Salon Est. 1951 Cold Waves — Hair Styling 384-7443 711 View St.	KAISER DECORATING Interior - Exterior Painting - Free Estimates 3030 Quadra 382-8351	ROBBIN'S FLEET ESSO SERVICE Serving Downtown Victoria for 12 Years Owned and Operated By Neil Clark 927 Douglas St. 383-6532	CRAIGFLOWER SERVICE Lubrication, Tuneup and Repair Specialists 996 W. Gorge 382-6701	WESTVIEW SERVICE OPEN 25 HOURS A DAY Trans-Canada Highway at Tillamook 385-5412
REG GRAVES SERVICE "Your Chevron Dealer" with over 65 years' experience 2200 Quadra 383-9423	VICTORIA PAVING CO. LTD. Commercial, Residential and Industrial Paving 2828 Bridge 388-4464	WILLOCK SERVICE GARAGE LTD. Four mechanics on duty to serve you best 3140 Cedar Hill 384-8334	VICTORIA BRAKE SPECIALTY CO. For Expert Brake Re-line and Servicing FAST SERVICE 615 Courtney 383-7632	THE SCHOONER COFFEE BAR Congratulations to CANADA on her 100th Birthday 857 Admirals 383-2208	BERNIE PORTER MUSIC STUDIO Growing with Victoria Instruction, Instruments Music 1734 Douglas St. 382-8542	PIONEER PAVING LTD. Domestic and Commercial Paving All Work Guaranteed Box 59, Brentwood Bay 652-2612	DUTCH BAKERY and COFFEE SHOP "BIRTHDAY CAKES—OUR SPECIALTY" 718 Fort 385-1012	B.C. AUTOMATIC TRANSMISSIONS (Victoria Ltd.) Have it Done by A Specialist 620 Queens Ave. 382-0256
PERPETUAL HELP CREDIT UNION For Catholics of the Diocese 904 Gordon St. 388-4408	LESTERS SERVICE STATION Expert Automotive Repair 1351 Esquimalt 383-2421	DON'T MOVE—IMPROVE! with PACIFIC COAST INSULATION and ROOFING CO. LTD. 1946 - 1967 2422 Government 382-3421	BRENTWOOD PROPERTIES LTD. 652-1141 7183 W. Saanich Road	CHAPLIN'S FUNERAL CHAPEL Established 1948 Kindness — Courtesy — Service — 1155 Fort 384-5512	DEAN HEIGHTS BEAUTY SALON In University Area GOLD AWARD WINNER IN PERMANENT WAVING 2877 Foul Bay 383-2880	EMPRESS MOTORS "For a Good Deal and a Good Deal More" 900 Fort Street 382-7121	F. G. RAINSFORD FORESTER Operating Since 1955 819 Fort St. 382-7522	GRADON KENNELS REG'D "Home of the Shepherd" Boarding - Stud - Pups 478-3896 1st turn to the left from Glen Lake Corners.
HENRY JOE'S CHEVRON SERVICE Complete Auto Service Government and Fisgard 383-3823	MORGAN & TUCKER LTD. Complete Automotive Service From headlights to taillight 866 Yates St. 383-9541	CLOVELLY SERVICE Automatic Transmission Specialists 3477 Quadra 382-3312	KING'S AUTO REPAIR SERVICE Complete Auto Body and Mechanical Repairs 2504 Government 384-3632	VICTORIA TENT and AWNING Quality Canvas Goods for 20 Years 831 Fisgard St. 382-5215	WOODWARD'S Used Furniture and Appliances Getting it at WOODWARD'S is your best guarantee. 779 PANDORA	ART'S CAR SALES The Home of No Down Payment Wholesale Prices 20 West Burnside 383-8302	LEN GLANCY PAINTS A Complete Line of Paints and Tiles 1116 Blansard 383-0537	DEVEAU & SON TREE SERVICE REMOVALS—SPRAYING—PRUNING 3242 Wascana 384-8283
HORWOOD BROS. MOTORS LTD. Your Austin, M.G. Sales and Service Centre 810 Johnson 385-1451	SPELTZ TEXACO SERVICE for all your Automotive Repairs Craigflower at Tillamook 384-6721	KING'S AUTO REPAIR SERVICE Complete Auto Body and Mechanical Repairs 2504 Government 384-3632	MODERN SERVICE STATION Complete Automotive Service Viewmont St., W. Saanich 479-3515	VICTORIA WEST RADIO and TELEVISION Zenith Dealer Sales and Service 916 Esquimalt 382-4413	WOODWARD'S Used Furniture and Appliances Getting it at WOODWARD'S is your best guarantee. 779 PANDORA	VAN ISLE MARINA LTD. Boat Brokerage Boat Transportation Service 656-1138 Sidney, B.C.	MALAHAT MOUNTAIN SERVICE 17 miles north of Victoria on the Trans-Canada Highway WE GIVE YOU A SERVICE — GAS — OIL —	DICK'S BARBER SHOP In the Executive House Open Tues. to Sat. 385-3131 740 Humboldt
BLUE WINDOW GIFT SHOP "Victoria's Lovely Gift Centre" 1807 Douglas Opp. Centennial Square 383-5815	PHILBROOK'S SHIPYARDS Builders of fine cruisers yachts. Complete Marine Repairs 656-1137	GREEN'S BEAUTY SALON For over 21 years with Quality Beauty Care 383-0851 30-D West Burnside	SAUNDERS AND HITCHMAN SALES and SERVICE TOYOTA and ISUZU 2040 Cadboro Bay 383-7111	COAST METAL CRAFTS 624 QUEENS AVE. ORNAMENTAL IRON — WELDING 384-5013	SAWYER SEWING MACHINES Repairs — Sales — Rentals Authorized dealer for White — Elna — Pfaff — Necchi — Brother 811 Fort 388-6228	KEE'S FOOD MARKET 4101 Shelbourne 477-1742	BARBER SYRT Victoria's first barber shop without waiting Fine Hair Cutting by Appointment 647 Fort St. 385-2855	DOUGLAS ST. DAIRY QUEEN GROWING with VICTORIA 2550 Douglas 385-0831
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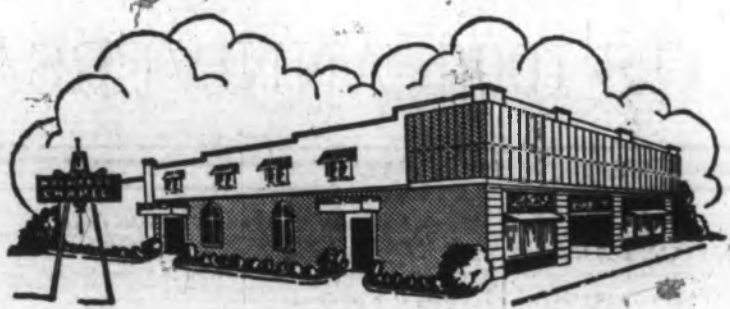
These outstanding business firms have been listed under the number of years they have effectively shared and contributed to the steady growth of our community. Together, these younger concerns, the older ones, and the oldest, who are each masters in their respective fields, THANK YOU, their customers, for making the number of years they've been in business possible.



WE CONGRATULATE CANADA ON ITS 100th ANNIVERSARY

10 YEARS	8 YEARS	7 YEARS	6 YEARS	4 YEARS	4 YEARS	3 YEARS	2 YEARS	1 YEAR
5 MINUTE CAR WASH Located in the city centre 847 Pandara at Quadra 384-9722	VICTORIA FLYING SERVICES LTD. Air Charter Service Land and Seaplane Harbour Base—388-4722 Land Base—656-3022 Victoria International Airport	BOB'S TRAILER SALES complete line of MOBILE HOMES TRAVEL TRAILERS PARTS 386-3623	TAPE RECORDING CENTER "Begin Recording the Sounds of the Next Century." HUDSON BLAKE 1543 Fort 382-0923	P. G. JACKSON REAL ESTATE Real Estate, Appraisals, Insurance and Mortgages 631 Fort 382-0852	MALAHAT TV and APPLIANCES LTD. Your Philips Electronic Dealer in Sidney 2481 Beacon 656-2522	SUPERSONIC AUTOMATIC CAR WASH The Island's Ultimate in Car Wash 628 Gorge Rd. 386-7021	THE DEN Barber Stylists to Men With 20 Years Experience 386-0713 644 Yates Street	WALTER'S LUMBER Full line of Building Supplies "Everything for the Builders" Phone 478-2184 or 477-2184 1080 Goldstream Ave.
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PresidentWILLIAM H. HAYWARD
Director

Mr. Francis was born and educated in Calgary, Alberta. He moved to Vancouver in 1936, where he joined Simmons & Bride Ltd., remaining with them for 28 years serving as General Manager and Director of the company. He is a member of Metropolitan United Church, serving on the Board of Stewards. Mr. Francis is a member of Saint Andrew's Lodge No. 49 A.F. & A.M., member of Victoria Lodge of Perfection, A. & A.S.R. He is also a member of Knights of Pythias, and D.O.K.K., is Past President of the Kiwanis Club of Kerrisdale and now a member of the Kiwanis Club of Victoria, also the Union Club of B.C. His 37 years experience in the funeral profession enables him to counsel families and serve them according to their individual needs.

Mr. Hayward was born and educated in Victoria and entered the company in 1937. Today he is the third generation of the Hayward family serving the people of Victoria in the funeral profession. Actively engaged in community activities, Mr. Hayward is a member of the Victoria Optimist Club, Henderson Lodge No. 34 A.F. & A.M. and the F.O.E. He is also a member of the Native Sons of B.C., Canadian Club, the Victoria Chapter B.C. Historical Associations and is President of the Men's Guild of St. Mary's Church.

IS A SOLID FOUNDATION UPON WHICH TO BUILD

The real significance of our many years of experience as funeral directors lies in the practical knowledge that we have gained. It is this knowledge that enables us to fulfill the changing needs of those we serve with dignity, understanding and respect. This is the foundation from which we serve ... and upon which we build.

Serving Victoria Families Since 1867

SERVING ALL FAITHS IN TIME OF NEED THEN



Established in 1867, Hayward's Funeral Chapel has been privileged to serve the families in this community for 100 years.

Alfred W. Francis, owner-manager and William H. Hayward, director and grandson of the founder are carrying on the tradition of thoughtful service which has meant so much to families throughout the years.



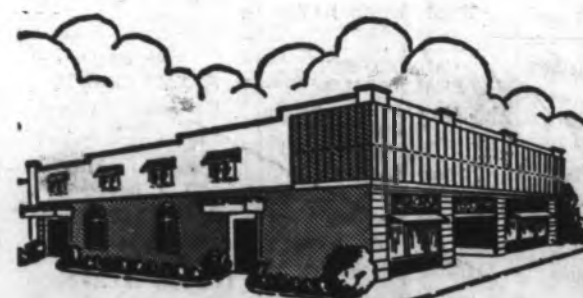
AS NOW



Under the new management, progressive planning and renovations have taken place to provide the highest standard of service. Convenient downtown location and supervised parking is provided.

Today, Hayward's maintains the same reputation of dignified service that has built our business in the past. We are proud to have taken our place in the development of our community and we pledge ourselves to the same high standards in the future.

**A DIGNIFIED SERVICE
WITH RESPECT AND UNDER-
STANDING TO THOSE
WE SERVE**



**A
CENTURY
OF
SERVICE**

HAYWARD'S FUNERAL CHAPEL

ALFRED W. FRANCIS

WM. H. HAYWARD

734 BROUGHTON ST., Victoria, B.C. 386-3505

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No. 169-109th YEAR

VICTORIA, BRITISH COLUMBIA, FRIDAY, JUNE 30, 1967

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(Details on Page 2)

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134 PAGES

Drunks and Drivers

B.C. May Erase Petty Charges

WILLIAMS LAKE (CP) — The provincial government is considering elimination of arrest and trial of minor traffic offenders and drunks, Attorney-General Bonner said Thursday.

The attorney-general, here for the annual Williams Lake Stampede, said in an interview:

"We clutter up our jails and courts with people who are not malefactors in the plain sense of the word. I am asking my department to question the whole situation."

Mr. Bonner said the new policy on drunks now in effect on an experimental basis at Terrace, Kitimat and Vanderhoof in northwestern B.C.

He said he is also considering a system of demerit points instead of fines for minor traffic offenders.

He said that a motorist picked up for an offence such as speeding or going the wrong way down a one-way street would be given a demerit rather than a ticket. After accumulating a specific number of demerits a driver would lose his licence. He said the first step was

the new drinking-driving law which permits a police officer to suspend a motorist's licence for 24 hours.

He said the law, now in effect only on parts of Vancouver Island, will be extended to cover the whole island by July 1, and, he anticipates, to the Fraser Valley by Aug. 1.

He said RCMP in Terrace, Kitimat and Vanderhoof have been asked not to arrest common drunks, only those suspected of committing more serious offences such as causing a disturbance.

The new plan is for police to send drunks home rather than press charges, he said.

Eve of Nation's Birthday

QUEEN JOINS PARTY

OTTAWA (CP)—A smiling, relaxed Queen Elizabeth flew into Ottawa Thursday afternoon to join Canada's centennial celebrations and received a flag-waving welcome from more than 2,000 people at Uplands airport.

The Queen, accompanied by the Duke of Edinburgh, came down the landing ramp from her BOAC jet in almost jaunty fashion, to be greeted by Governor-General Michener and Prime Minister Pearson.

Dressed in a pink and yellow silk dress and yellow coat, with a hat of yellow and pink petals, Elizabeth went through the official welcoming ceremonies with a dazzling smile.

Seldom have Canadians seen their sovereign in a more relaxed mood.

HERE ONE WEEK

The royal couple will be in Canada for a week, helping the country celebrate the centennial of Confederation. They were last here together in 1964, for observances marking the 100th anniversary of pre-Confederation conferences in Charlottetown and Quebec.

The Queen's plane, flying her personal Canadian flag, flew in from London ahead of time—unusual because royal arrivals are normally split-second affairs.

Elizabeth alighted from the sleek, silver and blue airliner at 5:23 p.m. EDT, seven minutes ahead of schedule.

BAG, BLUE SKY

A threat of showers had been forecast but at arrival time a big blue patch of sky covered the airfield.

The Queen walked from the tarmac along a 140-foot red carpet leading into the VIP hangar at Uplands. She waved to the occupants of about 1,200 seats arrayed along one side of the hangar.

At the end of the hangar about 400 children waved flags. Hundreds of other well-wishers waited outside.

Scores of thousands lined the

Continued on Page 2



Beaming Queen walks from plane with Governor-General Michener

Bennetts Plan 'To See Our Queen'

Premier and Mrs. Bennett of B.C. will leave here Monday for Ottawa "to see our Queen," the premier said Thursday.

The premier said he expected to have dinner with the Queen aboard the royal yacht Tuesday and would meet with Prime Minister Pearson Wednesday.

Weekend Issue Next

There will be no paper Sunday as the staff will observe the Dominion Day holiday Saturday.

The weekend edition of The Daily Colonist complete with The Islander magazine and comic supplement will appear Saturday morning. Next regular edition of the Colonist will be Tuesday morning.

Who Came Off Best? Little Us, That's Who

By RON COLLISTER
Ottawa Bureau

OTTAWA — Canada pulled off the smartest commercial deal of its history at the Kennedy Round talks.

No one in the know here is hurrying to answer the question that everyone's asking: Who got the best deal?

It's embarrassing. It's Canada.

Canada convinced its competitors that it's really still a resource nation, a hewer and drawer, with little industry of its own.

As a result, Canada still keeps fairly high protectionist barriers. And it was one of the few countries allowed to be selective in its cuts and not make them across the board.

The "little-nation" pitch is never likely to succeed again at a no-nonsense, international tariff-slashing session.

Canada stands to benefit in more than \$3,000,000,000 worth of exports, through concessions by other nations on 862 items. (See stories, Page 8.)

Forest Products Tariffs to Plunge

OTTAWA (CP) — Bold tariff cuts on forest products will be made by Canada, the United States and European Common Market countries under terms of Kennedy Round agreements.

All major Canadian products are included in U.S. commitments for 50-per-cent reductions or for duty elimination. Canadian lumber will eventually enter duty-free.

In return, Canada will bring its rates of duty on lumber more in line with American rates and

cut sharply its duties on wood manufactures and papers. The current 25-per-cent Canadian tariff on furniture will be reduced to a range of 17 1/2 to 20 per cent.

The Common Market will reduce rates on non-newsprint paper and wood pulp and introduce a tariff-free quota of 631,000 tons for newsprint.

Japan reduces its newspaper tariff and Switzerland its tariffs on wood pulp.

The changes are part of the

Continued on Page 8



Lawyer Brody, actress Mansfield

Jayne Dies in Crash

NEW ORLEANS (AP)—Jayne Mansfield, a buxom sex symbol who once called her life "just one long honeymoon," met a bloody and violent death east of here Thursday in the shredded wreckage of a car.

She was on route here for a television appearance.

INCREASING TROUBLES

The 2:30 a.m. collision also killed two men with the blonde actress, whose 40-inch bust brought her a flashy career.

A tempestuous love life and,

in recent months, increasing personal troubles kept the 34-year-old actress in the limelight although her movie career had gone downhill.

STUDENT DROVE CAR

One of the men killed with her was Samuel S. Brody, 40, a Los Angeles lawyer whose wife accused him recently, in a divorce action, of committing adultery with Miss Mansfield.

The other victim was Ronnie Harrison, a 20-year-old hand-

some pre-law student at the

University of Mississippi. Police said Harrison was driving the big grey car.

Marie, 3, Zoltan, 6, and Mickey Jr., 8, three of the actress' children, escaped severe injury.

Police said they were in the back seat of the vehicle.

MARGITAY ARRIVES

The car rammed the rear of a tractor-trailer rig slowed by a cloud of white anti-mosquito fog on a narrow, winding highway.

Continued on Page 3

Island Oyster Industry Closed

'Red Tide' Strikes Gulf of Georgia

By JOHN MATTERS

Fisheries officials warned Thursday that freshly-picked shellfish may be poisonous as a result of a dreaded "red tide" that is building up in the Gulf of Georgia.

Vancouver Island's commercial oyster industry closed as soon as the hazardous

condition was noticed earlier this week.

Oysters, clams and mussels could contain the toxic agent that produces paralysis and can lead to death.

The poisonous plankton is rapidly accumulating in the Gulf of Georgia from Seymour Narrows in the north to Active Pass in the south.

Involved are such popular oyster and clam grounds as those near Nanaimo, Parksville, Qualicum Bay, Union Bay and Comox.

Harry Grainger, federal fisheries inspector at Victoria, said the announcement was

not a closure — only a warning.

Dr. D. G. Quayle, shellfish expert with the Fisheries Research Board's Nanaimo station, said he would not be surprised if a closure was applied early next week.

★★★

The laboratory's monitoring stations are reporting "very high values" of the microscopic organism that causes the trouble.

"Toxicity can develop rapidly," said Dr. Quayle. "To be on the safe side, I say simply people should not take shellfish from that area."

★★★

A. D. Nordman of Lady-smith, president of Island Oyster Growers, said commercial growers at Lady-smith, Fanny Bay, Sooke and Pender Harbor have suspended their operations.

"There are quite a few out of work and we have no idea when the situation will clear up," he added.

The last outbreak of red tide off Vancouver Island occurred in the summer of

Continued on Page 3

Beer Glass Shrinks, Case Costlier

The B.C. Liquor Control Board Thursday authorized an increase of five cents to \$2.57 on the price of a case of beer and reduced by one cent—from 12 to 11—the size of glasses used for draught beer, effective July 1.

A liquor board spokesman said the rise in beer prices resulted from an earlier increase in the federal sales tax.

Straitjacket, Says Israel

Yugoslav Motion at UN 'Prescription for War'

By ALEXANDER FARRELL

UNITED NATIONS (CP) — A Yugoslav motion before the General Assembly "is a prescription for renewed war in the Middle East," Foreign Minister Abba Eban said Thursday.

The motion, introduced Wednesday, would have the assembly demand that Israeli forces withdraw unconditionally from territory occupied in Egypt, Jordan and Syria.

Eban told a press conference that the motion, sponsored by 14 other pro-Arab countries, "calls for the restoration of conditions that have already produced one war and would inexorably produce another."

ARMS SHIPPED

He said Israel has information that the Soviet Union has resumed arms shipments to Egypt on a large scale. While this was going on, Arab supporters at the UN would invite Israel "to go back into a straitjacket to await the most convenient time for the Arab states to resume the war with big-power aid."

Meanwhile, some 20 countries, including Canada, were reported close to agreement on a draft resolution that would make Israel's withdrawal from Arab territory conditional on steps by the Arab countries to end their state of belligerence with Israel.

MOTION TODAY

The motion is expected to be introduced today, bringing the assembly to grips with the issue of conditional or unconditional withdrawal of Israeli forces and possibly inviting a procedural

battle over what motion will be put to a vote first.

In the assembly earlier, Eban replied to critics of Israel's action this week in unifying the administration of Jerusalem for the first time since the end of British rule in Palestine in 1948.

He said the situation has improved for both the inhabitants and the city's holy places.

He asked the 122-country assembly "for a balanced and lucid understanding of the positive changes that have taken place."

★★★

Egyptian Toll 5,000

CAIRO (UPI)—Egypt suffered about 5,000 casualties in the Middle East war, the semi-official newspaper Al-Ahram said today. Israel suffered 679 dead and more than 2,500 injured, the Israeli said. (Israel had estimated 7,000 to 10,000 Egyptians died in the war.)

In other Mideast developments:

Arab leaders called for a holy war Thursday after hearing of Israel's annexation of Jerusalem, and after learning one Egyptian was killed and one wounded when Israeli troops fired on an Egyptian launch in the Suez Canal.

A columnist in Al-Ahram charged Thursday French President de Gaulle had advanced word before the Middle East war that the U.S. was co-ordinating an air attack against the Arabs.



NDP MLA Charged

Gordon Dowding, NDP member of the B.C. legislature for Burnaby-Edmonds, was charged in Burnaby magistrate's court Thursday with failing to file a 1965 income tax return on demand. No plea was taken. The case was adjourned until July 6.

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Tariffs Will Tumble on Forest Products

tariff agreements to be signed today by more than 50 members of the General Agreement on Tariffs and Trade.

American duty eliminations on all softwood and hardwood lumber involve exports worth \$384,000,000 in terms of 1966 trade. Duties also come off building board, five items of building paper, pulpboard, paperboard and hanging paper.

Tariffs now in the range of 15 to 20 per cent will be halved on wooden doors, prefabricated wooden buildings, furniture parts, birch plywood, particle board and wooden building components.

The tariff on maple and birch veneers, a \$27,000,000 item last year, will be chopped to four per cent from eight.

Across-the-board reductions of 50 per cent apply to paper and paper products, worth \$34,400,000 in 1966 exports. The most important item in this category is book paper and printing paper, which had sales of \$20,500,000 last year.

The market will retain a duty-free quota for \$1,900,000 in wood pulp and drop its tariff to three per cent from six.

Canada sold Japan \$2,000,000 worth of newsprint last year under a 7.5-per-cent tariff. This drops to 5.5 per cent.

The tariff schedule for lumber will be substantially changed to conform to the U.S., keeping free entry on some items and reducing others from present rates of 10 per cent or more.

The duty is reduced to 7½ per cent on wooden floor-boards and oak flooring and eliminated on other wood flooring.

Continued from Page 1

Close Study Demanded By Tories

By RON COLLISTER
 Ottawa Bureau

OTTAWA — The Opposition Thursday reeled under the avalanche of Kennedy Round agreements and demanded an exhaustive study before a parliamentary committee.

Trade Minister Winters has agreed to a debate in the Commons, starting today, on the estimates of his department.

But the Opposition complains this is far too rapid a way to deal with such a massive item.

'PROPAGANDA'

"So far," Tory finance critic Waldo Monteith said Thursday night, "Mr. Winters has made a propaganda statement about the agreement."

"But we want to examine the details industry by industry."

"In the Commons, Mr. Winters tabled the agreements and promised that everything possible was being done to make Canada's business community aware of them."

PLAY FOR TIME

The Opposition tactic now is to play for time, to absorb the reaction of industry and use it to stave off government.

Tory Jack Irvine said Mr. Winters' speech on the agreement was "a great deal of window-dressing, full of vague generalities, without anything concrete in it."

SOME ASSISTANCE?

"Until we have an opportunity to read the various tariff agreements, we will not know exactly what happened."

Mr. Irvine, a London businessman, said he wanted to know what assistance would be given

to firms hit by the agreements.

"I am thinking of the hard-goods business," he said. "And in particular, I question the reason why an automobile manufactured in Canada is sold for less money in the U.S. than it is in Canada."

WAIT AND SEE

Mr. Winters, he said, had claimed that the net result would be lower prices.

"I know he said so in all sincerity, but we will have to wait and see the results ourselves," Mr. Irvine added.

Mr. Irvine said he was concerned that tariff cuts would out-price Canadians out of foreign markets through the extra competition they would create.

PRICED OUT

"We have already been priced out of some foreign markets," he said.

For the New Democrats, Stanley Knowles said he hoped the result would be an increase in the total wealth in Canada.

MUST BE MATCHED

"We wish to make the point, however, that this is useless unless it is matched by domestic policies designed to make sure that the greater wealth will be shared by the people of this country," he said.

Improved trade policies must be matched by improvements in legislation in the field of social security and housing.

ULTIMATE GOALS

"We must see to it," Mr. Knowles said, "that the result is the highest possible standard of living, education, health and security. These things must be the ultimate goals of the Kennedy Round."

Income Will Jump As Fish Duty Cut

OTTAWA (CP)—Canada and the United States have exchanged commitments to abolish duties on most of the fisheries products they sell to one another.

No other economic sector will experience such extensive changes under the tariff reductions the two countries have agreed on.

FIVE PER CENT

Thursday's announcement of results said the U.S. will eliminate tariffs of five per cent or less on fresh, frozen and salted fish from both coastal and inland fisheries. Exports in these categories last year totalled \$31,000,000, about three-quarters of total sales of fisheries products to the U.S.

ABOLISHED

Tariff reductions of 50 per cent will apply to a further list of products worth \$140,000 in 1966 trade.

Canada will abolish tariffs on fresh, frozen, pickled and dried

fish, including mackerel, herring, salmon, halibut, shell fish, shrimp and all other types.

Duties on most prepared and canned fish, including sardines, anchovies, herring, salmon, oysters, clams, lobsters and crabs will be reduced by 50 per cent.

FISH OIL TOO

Rates on fish oils will be reduced to 15 per cent from existing levels of 17½ or 20 per cent.

A total of \$22,000,000 in imports at 1966 levels are affected. Countries of the European Common Market will be making reductions ranging from 15 to 32 per cent on virtually all items Canada exports.

SALMON

The most important are frozen salmon, to eight per cent from 10 and canned salmon, to 13 per cent from 16. Trade last year in these categories totalled \$3,300,000.

Japan will halve its 15-per-cent duty on salmon roe, an export worth \$2,000,000 last year.

Other ECM reductions were: frozen salmon, to eight per cent from 10 and canned salmon, to 13 per cent from 16. Trade last year in these categories totalled \$3,300,000.

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Sharp explains, Winters listens

Mineral Industry Reaps Heavy Benefits by Cuts

OTTAWA (CP)—Tariff cuts of 20 to 50 per cent are in store for Canada's export-minded, \$3,000,000,000-a-year mineral industry.

In some cases, where industrialized countries urgently need raw or semi-processed materials, tariffs are going to be eliminated as a result of the Kennedy Round of trade talks.

Canada generally has matched the tariff reductions offered by other countries. Officials say the upshot is that established trading patterns will not be seriously disturbed.

DOMESTIC IRON

The domestic iron and steel industry, which has been critical in recent months of competition from Japan, will likely face still more pressure domestically as a result of reductions ranging from 12½ to 20 per cent in the protective barriers it had worked behind.

However, officials say that equivalent or greater concessions granted Canada in this area by the United States and countries of the European Common Market will offer compensating markets.

TRADE IS HEAVY

Concessions granted Canada by the U.S. involve more than \$200,000,000 worth of mineral sales, based on last year's trade.

Tariffs on specialty steels, which represented sales of \$94,800,000 in 1966, are being cut to eight or 10 per cent from 12 or 14 per cent.

In ordinary steels, where the

U.S. traditionally has had lower tariffs, cuts will be to six or eight per cent from nine or 11 per cent.

The U.S. also is eliminating its low tariffs on pig and sponge iron. Canada's exports in these areas were worth \$22,100,000 last year.

REDUCTIONS OFFERED BY THE ECM countries affect \$5,000,000 worth of iron and steel sales last year, chiefly pig iron, hot rolled steel rods, structural shapes, sheets and strips.

ALUMINUM CUT

A 20-per-cent reduction in the tariff on aluminum ingot, to one cent a pound from 1½ cents, was agreed on. Sales last year were worth \$174,000,000.

A similar reduction will be made on semi-fabricated aluminum products.

The existing 1.8-cent-a-pound tariff on copper will be halved, affecting sales worth more than \$100,000,000 last year. The tariff on much of this, however, had been temporarily suspended previously by the U.S. because of a shortage of the red metal.

The existing tariff of 1½ cents a pound on nickel and nickel powders also suspended previously will be removed. Canada's sales to the U.S. last year in these metals were more than \$162,000,000.

NICKEL PLATE CUT

Nickel plates and sheets will be assessed at a rate of 12 per cent instead of 24 per cent.

The U.S. is eliminating its tariff on cadmium and bismuth and cutting the levy on molybdenum—an increasingly valuable metal used in hardening steels—to 10 cents a pound plus three per cent from 20 cents a pound plus six per cent.

The tariff on molybdenum scrap, also temporarily sus-

pended by the U.S., drops to 10½ per cent from 21 per cent.

Major U.S. reductions in non-metallic minerals will see free entry for cement and lime.

Including pig iron, the tariff on cement now is 2½ cents per 100 pounds and on lime 2½ cents per 100 pounds.

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Sharp, Winters See New Industrial Boom

OTTAWA (CP) — Kennedy Round tariff cuts open new Canadian export opportunities in four-fifths of total world trade and should spark a major industrial expansion boom, two cabinet ministers said Thursday.

Trade Minister Winters and Finance Minister Sharp jointly announced results of three years of negotiations in Geneva by the 47-member General Agreement on Tariffs and Trade, tabling details in the Commons.

Tariff reductions by the other countries make trade terms easier for Canadian exports worth \$3,000,000,000 in 1966.

EXPORTS TO RISE

By the time the tariff cuts are fully in effect in 1972, this segment of Canada's total exports is expected to be much larger.

In return, Canada is cutting duties on \$2,500,000,000 of its imports. This represents more than half of Canada's duty-paying imports last year.

Total commodity exports last year ran to \$10,070,766,000 and imports from all countries reached \$8,966,841,000.

OPPORTUNITY BECKONS

Mr. Sharp said the Geneva talks were the most important trade negotiations in world history and it is "difficult to exaggerate the importance of the potential export opportunities opened up for Canada."

Mr. Winters said the opportunities for Canada are only limited by the competitiveness and dynamism of the business community. He immediately called a special meeting of his export advisory council, composed of leading businessmen, for next Tuesday.

"The Kennedy Round may in future be regarded as the turning point for Canada from a resource-based economy to a major industrial country," Mr. Winters said.

SPECIAL VALUE

Virtually all the tariff items in the duty schedules of the 47 countries were open for negotiation at Geneva. Some 868 foreign concessions were of special value to Canada and this country reduced or eliminated duties on upwards of 1,500 items.

The Canadian concessions become part of this country's "most favored nations" rates of duty. These are the rates applied to non-Commonwealth members of GATT and extended by special treaty to some other countries, such as Russia.

Commonwealth members of GATT give each other special concessions under the Commonwealth preferences, originally established by an Ottawa conference in 1932. These rates are also applied by Canada to some non-Commonwealth members, such as Ireland and South Africa.

About 95 per cent of Canadian exports to Britain enter free of duty and the terms of entry will not be changed by the Kennedy Round.

MACHINERY FAVORED

The biggest tariff cut on Canada's side applied to machinery in general, with accessories, all machine tools, central equipment and tools for use in connection with machines. From existing tariffs of 22½ and 20 per cent, the cut is to 15 per cent, effective before July 1, 1968.

An official said that this is a catch-all item under which \$550,000,000 of imported machinery was brought into Canada last year. The tariff is being lowered within the next year to encourage Canadian industrial expansion.

The majority of the tariff cuts are to be introduced in stages by Jan. 1, 1972. Canada gave tariff cuts to its trading partners on industries ranging from lumbering, agriculture and fisheries to sophisticated chemicals. Within metals alone they ranged from pig iron to razor blades.

IN RETURN

In return, Canadian negotiators obtained concessions from other countries that will, for the most part, challenge Canadian exporters to compete for wider international markets.

All the Geneva bargaining was on a multilateral basis. Whatever tariff concessions Canada gave to one country automatically went to all. Whatever concessions any other country gave were automatically available to Canada.

LEGAL TESTS

Canada applies a series of legal tests to establish that dumping has occurred. When these

agreed on the principles for a new world cereals agreement, fixing minimum and maximum prices for wheat and setting up a \$300,000,000 food aid plan for hungry countries.

The World Trade Council is to meet in Rome July 12 to press for further negotiations on details of the cereals agreement and perhaps bring more countries into it. Mr. Winters said.

The GATT negotiators also agreed on a code of behavior for member countries to curb the dumping of goods at fire-sale prices on world markets.

Mr. Sharp invited businessmen to consult the government on how this can best be done in Canada. Existing anti-dumping duties are imposed automatically, on the basis of a legal determination that goods are being dumped.

WORLD TRADE

Under the new code, an independent body of some sort will determine whether the dumping is actually harmful to some segment of the Canadian economy.

While the negotiators sought to liberalize world trade by cutting tariffs on a quid-pro-quo basis throughout the Western world, they also recognized the needs of less-developed countries.

They granted tariff concessions for tropical goods moving into the temperate countries, while recognizing that the emerging states need some tariff protection against competitive goods entering their territory.

Canada's major interest was in lowering tariffs between the U.S. and Canada. For \$1,060,000,000 of Canadian exports to the U.S. last year, the American tariff was halved. It was substantially reduced or abolished on another \$800,000,000 worth.

FREE FLOW

There is to be free trade between the two countries in fresh, frozen and salted fish, lumber and many agricultural products, including apples, turnips, maple syrup. Both countries halved their tariffs on wood manufacturers and pulp and paper products.

The European Common Market, Japan and other trading members of GATT also exchanged concessions with Canada. As a result, the average level of tariffs against Canadian manufactured goods moving abroad will be below 10 per cent.

The Common Market made tariff cuts averaging 30 per cent on Canadian exports that were worth \$160,000,000 last year. Japan reduced tariffs on one-fifth of its purchases from Canada.

Altogether, an official estimated, the tariff reductions Canada is making would have cost the treasury \$120,000,000 if applied last year.

MUST WATCH COSTS

The Canadian tariff reductions, particularly on manufactured goods, means that imports will be able to come in more easily. This will force Canadian manufacturers to be more cost-conscious.

Mr. Sharp said: "Our industry will have to be efficient and alert, and pay much more attention to productivity."

Mr. Winters said the reduced Canadian tariffs will mean cheaper sources of supply for Canadian industry and this will improve its competitive position.

The new export opportunities, he added, will enable Canadian manufacturers to reduce costs-per-unit by increasing production for both domestic and foreign markets.

Mr. Winters said the Common Market will be given an opportunity today to discuss the Kennedy Round results. They will be embodied in legislation later in the year.

LEGAL TESTS

Canada applies a series of legal tests to establish that dumping has occurred. When these

tests indicate it has, levies can immediately be assessed.

All other members of the General Agreement on Tariffs and Trade except New Zealand carry out much more elaborate tests, requiring proof that the dumping causes actual damage to their home producers.

GUARANTEES

Specific guarantees incorporating this feature are included in the new code announced Thursday.

This means Canada will have to prepare and pass legislation by July 1, 1968, providing means to determine whether dumped imports are causing or threaten to cause injury to domestic industry.

MEASURING DEVICES

It must incorporate a whole series of measuring devices, covering among other things the competence of the Canadian firms which may be hurt.

Canada will be allowed to assess levies provisionally before investigations are complete, but even at this stage hard evidence of injury must be available.

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City Honors Kennedy Cup Champions

In a ceremony in the council chamber last night, the City of Victoria honored Victoria O'Keefe's, Pacific Coast Soccer League and Kennedy Cup champions. Receiving plaques, left to right, are

players Don McIntosh, Russ Ball, Bert Soutar and Jeff Sweet. Mayor Hugh Stephen, right, shows team picture. Reception by city council for players and wives followed.—(Jim Ryan)

Giants, Reds on Rampage Smash Cards, Dodgers

San Francisco Giants and Cincinnati Reds went on a batting rampage Thursday night.

The Giants scored 11 runs on 10 hits in the first inning in beating St. Louis Cardinals 12-4, and the Reds accumulated 18 safeties in crushing Los Angeles Dodgers 14-0.

Two singles by Willie Mays and a three-run homer by Jim (Ray) Hart highlighted the Giants' big frame.

Tony Perez, Don Pavletich and Deron Johnson slammed home runs for Cincinnati, which got a five-hit pitching effort from Milt Pappas. The Reds' losing streak was snapped at four and the Dodgers' victory

struck at five.

CUBS MOVE UP

Chicago Cubs moved to within 1½ games of leading St. Louis by defeating Pittsburgh Pirates 4-3. Ernie Banks hit a home run for the Cubs, who picked up their 10th triumph in their last 11 games.

Jim Bunning pitched a three-hitter as Philadelphia downed New York Mets 1-0. The Houston Astros game was postponed because of rain.

In the American League, Bal-

Minor Lacrosse Ready For Monster Weekend

One of the largest minor lacrosse tournaments ever held will take place this weekend in Victoria under the sponsorship of the Greater Victoria Centennial Committee.

A total of 19 games will be played on Saturday in tykes, novice and pee wee divisions and four more Sunday in bantam and midget divisions.

Tykes play at Stevenson Park, novices at Bullen Park, and pee wees, bantams and midgets at Hampton Park.

Complete schedule:

SATURDAY
Stevenson Park
9 a.m.—(1) Esquimalt Wildcats vs. Saanich Panthers.
10 a.m.—(2) Victoria vs. Saanich Lions.
11:00 a.m.—(3) Esquimalt Cougars vs. Nanaimo.
12 noon—Winner (1) vs. Winner (2).
1:30 p.m.—Final.
Bullen Park
1 p.m.—(1) Victoria vs. Saanich Cougars.
2:00 p.m.—(2) Esquimalt vs. Saanich Buffaloes.
4:00 p.m.—Final.
Hampton Park
5:30 a.m.—(1) Esquimalt Gophers vs. Saanich Colts.
10:30 a.m.—(2) Saanich Bears vs. Nanaimo.
11:30 a.m.—(3) Port Alberni vs. Winner (1).
12:30 p.m.—Final.

SUNDAY
Bantam
12 noon—Victoria vs. Saanich.
1 p.m.—Esquimalt vs. Nanaimo.
2:30 p.m.—Final.
Midgets
2:00 p.m.—Victoria vs. Nanaimo.

Bapco Wins, 6-0

In Industrial Softball League action Thursday at Macdonald Park, Bapco defeated Six-Mile House, 6-0. North's Al Smith, 6-0, North's Al Smith, 10-5, and B.C. Telephone drubbed Victoria Drywall, 11-2.

Billy Foster Race Big Step

Driving a super-modified race car has never been a full-time occupation for Victoria's Al Smith, so this is the year that means everything in his six-year career.

And, hopefully, one of the highlights of this year will be a victory in Saturday's Billy Foster Championship 100 Canadian-American Modified Racing Association-sanctioned race at Western Speedway.

Smith—who "will probably finish up this year—I'll have to give in to the wife, I think"—is making his first serious try at the CAMRA championship.

In his best season, the 32-year-old farmer finished fifth, although he has never competed in half of the races.

Owner Geoff Vantreigh's car and Smith have been in every possible race, and Smith believes, "We've moved up to

second or third but Norm Ellefson has quite a big lead."

"We have trouble everytime

we go down to Boise (Idaho)," he said. "The track is almost a perfect circle and we don't have the right rubber."

Smith had handling troubles at the Tater Cup competition there last weekend but expects little trouble with Western on Saturday.

"Victoria has one of the best tracks to race on around the country," he said. "It's the right size and pretty nice to run on. Some of the tracks are a bit on the shabby side."

Ellefson, CAMRA champion last season, is the man Smith expects to have the most trouble with Saturday.

"He's got a good car," Smith admitted. "And he wants to step up into the big cars next year."

In their previous meeting in Victoria this season, Smith won both the fast heat and Strawberry Cup feature over the champion.

Another driver Smith is watching out for is Bob Gregg of Spokane.

"It seems everyone we talked

to is coming here, Smith said. "There'll probably be 25 cars starting in the 100."

Another man to beat will be Eldon Rasmussen, the only other driver besides Foster to win the Daffodil Cup race twice.

Rasmussen, who qualified for a United States Auto Club ticket this year, received special permission from USAC president Henry Banks to run in the CAMRA sanctioned event.

Permission is rarely given and Rasmussen is coming from Indianapolis via Edmonton where he will pick up his super-modified.

Also coming from Indianapolis to take in the race is former Victorian Grant King who built the car Foster drove in the Indianapolis 500 and the one which Lee Roy Yarborough drove there this year.

King will drop the green flag in the trophy dash and drive the pace car for the feature event.

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Rocks Lose to 'Bellies Forbes Hurts Shoulder

SURREY (CP)—First-place Victoria Shamrocks dropped a 7-6 Inter-City Lacrosse League decision to New Westminster Salmonbellies here Thursday night and lost goaltender Barry Forbes in the process.

Forbes was twisted from the floor early in the final period

after being slammed into the boards by New Westminster defenceman Wayne Shuttleworth.

Forbes, chasing a loose ball at the time, suffered a possible fractured shoulder.

Shuttleworth was given a two-minute penalty on the check and a 10-minute misconduct for hitting referee Earl McDonald on the head with the ball.

Rookie Doug Thompson took over in the Victoria net and gave up the eventual winning goal to New Westminster's Ken Tury with just over four minutes remaining.

Victoria was trailing 6-5 at the time of Forbes' injury.

Shuttleworth, Tom Korvachuk, Paul Parnell, Dave Tury, Barry Brownlie and Ron Flaten scored the other New Westminster goals.

Reg Foster led Victoria with two goals, and others came from Jack Showers, Bill Gray, Ranjit Dillon and Don McNeill. Dillon also had two assists.

New Westminster goalie Les Norman was also injured in the final period, giving way to Bill Scriver, who made a tough last-second save off Foster to preserve the win. Norman's injury was not serious.

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FAN FARE

By WALT DITZEN



Cowichan Open Starts Saturday

Gorge Vale junior Cec Ferguson will be looking for his third major Island championship in three weeks when he takes off Saturday in the 36-hole Cowichan Open tournament.

Ferguson faces a tough field which includes pros Dave Ewart of Port Alberni, Mike Rivers of Nanaimo, Bill Court of Colwood, Norm Boden of the host club, Jay Wilson of Victoria, Dick Munn of Point Grey and formerly of Cedar Hill and Mel Carlow of Gorge Vale.

Draw and starting times:
8 a.m.—George Murphy (GV), Graham McCleary (GV), Paul Barradell (GV), Jim Taylor (GV), Don Miller (GV), Bob Kemp (GV).

8:18—Jim Polla (GV), Dick White (GV), Bob Flavell (VIC), 8:34—A. Fulton (GV), Jules Wenceslau (PA), Ted Wells (GV), 8:52—Fred Nathan (Col.), Reg Clarke (U), Tom Reynolds (GV), 9:10—Cliff Sobers (GV), Brian Hart (GV), Dr. Roger Ross (Col.), 9:28—Chris Hicks (VIC), Steve McDonald (VIC), C. McDonald (VAN), 9:46—L. Flanagan (VIC), Herb Fritz (VAN), Ken Barber (GV), 10:04—Hal Jacobson (GV), Dave Ewart (PA), C. Ferguson (GV), 10:22—Mike Rivers (Nan), Clayton Wright (GV), Vic Palmer (Col.), 10:40—Samuel (Nan), Leo Zaraboz (PA), Samerlin (Nan), Dan Lewis (VAN), 11:00—Bill Court (Col.), John Morgan (GV), Al McLeod (GV), 11:18—Norm Boden (GV), Laurie Kerr (Col.), Claude Heggie (U), 11:36—Norm Boden (GV), Jim Marston (PA), Bob Hart (U), 11:54—Gordon Whan (GV), Rick Kent (Col.), Jay Wilson (VIC), 12:12—Dick Munn (GV), Bert Wright (GV), Dave Fetherstone (GV), 12:30—Dave Fetherstone (GV), 12:48—Norm Boden (GV), Rose Valliere (Nan), Tim Kennell (GV), 1:06—Gerry Foster (Nan), Brian Scott (GV), Bob Sokolowski (GV), Mike McDonald (GV).

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Connery's Final Bond Film His Best

By WAYNE THOMAS
Sean Connery's role in *You Only Live Twice*, his fifth and final Bond film, is undoubtedly his best. That's been the case since he

started five years ago, and similarly, this film is more lavish than the others, both in expense and the plot, which bears little resemblance to Ian Fleming's creation.

The U.S. and the Soviet Union are on a course set for nuclear war after each has a spacecraft mission tampered with in mid-orbit — the work of Ernst Blofeld's organization, SPECTRE.

With a budget of something like \$10,000,000 with which producers Broccoli and Saltzman hope to reap \$45,000,000, the film goes overboard with gadgets, gimmicks, sets, and a

general no-expense-spared attitude. Four helicopters are destroyed by Bond's rocket-firing gyrocopter, assembled from four suitcases.

Photographic director Freddie Young does an excellent job capturing the genuine atmosphere of Japan, and an all-out

effort is made to retain this atmosphere and work it into the role Connery plays. Broccoli and Saltzman have an uphill battle if they think the

plan On Her Majesty's Secret Service can beat this one — especially without the incomparable Sean Connery. It's at the Capitol.



SEE BUTCHART GARDENS... THE ROSE GARDEN IS SIMPLY SUPERB!... ROMANTIC AFTER-DARK ILLUMINATION!... RESTAURANT—Famous throughout the world. Beautiful beyond description! Reader's Digest has again featured these heavenly gardens, this time in this year's June issue of its big American publication. Plan a special visit to enjoy the rose garden. So lovely, so fragrant! After dark the entire 30 acres are romantically illuminated. Featuring the fabulous Sunken Garden and the Lake Garden with its spectacular "Ross Fountain." World travellers exclaim they have never seen anything so beautiful. Delicious lunches, afternoon teas, served daily 11 a.m. to 5 p.m. in the Flower Restaurant. Visit the Gift Shop. Buy Butchart Gardens seeds of your favorite flowers. Continuous coffee bar service. Admitting gates open daily from 9 a.m. to 11 p.m. Lights off 12 midnight. NOTE: Sparkling entertainment starts Monday, July 3. Every day or evening, July and August. Watch "Entertainment Guide" column for details.

ROYAL LONDON WAX MUSEUM—In the Crystal Garden Swimming Pool building directly across from the rear of the Empress Hotel, a must in Victoria. See over 100 Josephine Tussaud wax figures, direct from London, England. Life size, "They seem alive!" See our new presentation of "Sir Winston Churchill" and our Centennial scene portraying "Rt. Hon. Lester B. Pearson" and "Sir John A. Macdonald." Father of Confederation. See the hall of famous people, the enchanted fairytale, the chamber of horrors. Open daily 9 a.m. to 10 p.m. Sunday 12 noon to 10 p.m. 388-4461.

FOREST MUSEUM—... best family attraction is closest to home... just north of Duncan and it's well worth a special trip... The biggest attraction is a mile-long ride through woods and over a lake cove trestle bridge on a real trolley steam locomotive train. "John Mika" — Victoria Daily Times, June 24. Open from 10 a.m. to 5:30 p.m. seven days a week to the end of September. Turn at Old One Spot Locomotive, one mile north of Duncan.

FAIRLE COTTAGE — Dreamhouse Hideaway becomes visitors' delight! Take advantage of this rare opportunity to visit one of the world's most unusual homes. Situated on beautiful Cordova Bay just off Highway 17, a few minutes from city centre. 5187 Cordova Bay Road. Open daily 10 a.m. to dusk. Guided tours.

FRONTIER "GHOST TOWN"—24 buildings and scenes, 5,000 authentic western antiques. Only 1 1/2 miles from Victoria city center, on Millstream Road off Hwy. No. 1, between Thetis Lake and Goldstream Park. Watch for road directional signs on Hwy. 9 a.m. to dusk daily. Phone 478-2225.

WOODED WONDERLAND—One of the most unusual and delightful family attractions in Victoria. See over 60 favorite storybook characters transform a lush woods into a fairytale forest. Located at Beaver Lake Park, just 6 miles north of Victoria along Hwy. 17.

UNDERSEA GARDENS—See the beautiful and mysterious world on the ocean floor through windows under the sea. Over 3,000 marine creatures in their natural ocean habitat. Special scuba diving shows every hour. Octopus, sea flowers, 9 a.m. to 10 p.m. daily. Oak Bay Marina.

CHARTERS—Power and sail, skippered or unskippered by day, week or longer or like an evening, day or weekend sail in a skippered 40' racing cruising sloop. Enquire at OAK BAY YACHTS AT OAK BAY MARINA, 386-3212. HUNTER'S HOLIDAY RANCH—Ride for health on safe horses and ponies, approximately 30 mounts to choose from. Miles of beautiful trails. We cater to all beginners. Ponies for picnics, birthday parties. 478-3028.

SPENCER CASTLE AND ROCK GARDENS—Guided tours 9 a.m. - 9 p.m. daily. A beautifully furnished example of Old Country elegance, set amidst exquisite Alpine gardens. Complete gallery of authentic oil paintings. Treasure Hunt Sundays from noon until 3 p.m. with CJVI.

THE OLD FOSCOE—Dancing nightly 'til 2 a.m. in luxurious surroundings—one of Canada's top night spots. 24-hour reservation service. Phone 383-9013. Situated at Douglas and Courtney Street.

SATURDAY ISLAND BAR-B-QUE—Sat., July 1. Special cruises from Sidney on 61' Mv. Lakewood, \$5.00 return trip. Limited bookings; reservations only. Oak Bay Marina, 386-3445.

THE REACHCOMBE RESTAURANT—Dance in tropical splendor to the music of Dave Napper with his piano and organ, Tuesday through Saturday, 7 p.m. to 11 p.m. 386-2228.

SPORTS FISHING! OAK BAY MARINA—Canada's only group sports fishing—Mv. Lakewood, \$1.20 per hour. Charter boat and expert guides. • New rental boats.

THE ART MARKET—5276 West Saanich Rd., on the way to Butchart Gardens. See artists and craftsmen at work. Open 12 noon to 10 p.m. every day.

RED LION INN—Cabaret nightly 5:30 'til 2 a.m. Dancing to the Ivy Lane trio. Reservations 385-3388.

Canada Awards 60 Scholarships

ACCRA, Ghana (UPI)—Canada will award 60 scholarships to outstanding Ghanaian students next September in the fields of science and technology. The awards will form part of a continuing Canadian aid program designed to rebuild the African nation's economy and will cover passage, tuition, board and subsistence.

DINGLE HOUSE
"For Your Dining Pleasure"
Featuring Prime Rib of Beef and a Varied à la Carte Menu.
Open Daily, 5-11 p.m.
Closed Monday
Phone 382-9171
141 Gorge Road East

DANCE
FEATURING:
THE NEW
GULLIVER'S TRAVELS
and
60-60 GIRLS
Fri and Sat., 9-3 A.M.
A-GO-GO
Adult Nightclub
1200 Wharf St. 386-6573
PIZZA MENU

DELICIOUS DINING
Bonny's HIDEAWAY
One of Victoria's newest and most unique dining lounges. Two free supervised parking lots.
STRATHCONA HOTEL
382-4941
919 Douglas Street

dancing nightly
at the
OLD FORGE
Featuring
THE
FOUNDRY BRASS
"One of Canada's largest and most important ensembles"
Open 'til 2 a.m.
Strathcona Hotel
Courtney at Douglas
24-Hr. Reservation, 383-9013

ENJOY SMORGASBORD BY THE SEA AT SURFSIDE 62
"By the Sea", "No Waiting"
8 to 9 p.m.
Tuesday Through Sunday
655 CORDOVA BAY ROAD
RESERVATIONS — 477-3048

B.C. REST HOME ASSOCIATION ANNUAL DANCE TONIGHT
9 p.m. - 1 a.m.
Music by the MANHATTANS
Cold Turkey Supper Plate of 11 p.m. Phone: 385-2584 or 383-6487 for tickets, \$2 per person.
Italian Hall 804 Kings Rd.

ESQUIMALT SPORTS CENTRE
OPENING NIGHT
SUMMER
ICE SKATING SUNDAY
July 2 - 8:15 p.m.
and every
Tues., Thurs., Sat. and Sun.
ROLLER SKATING AS USUAL

DINING WITH A DIFFERENCE
Gay Nineties Spare Rib House
WHERE KEN PEAKER PLAYS NIGHTLY
LALO-SALLE - WORLD FAMOUS SPARE RIB DINER
825 Barclay CHERLEY BANK HOTEL 385-4399

CENTURY INN
The Inn on Centennial Square
PERSIAN ROOM DINING LOUNGE
FRIDAY AND SATURDAY
GEORGE ESSIHOV TRIO
Dinner 5 p.m. - 11 p.m. - Dancing 8:30 p.m. - 11:30 p.m.
Use our free
Maple Carpet Parking Service
Entire under the canopy and your car will be protected by guards.
RESERVATIONS: 383-1151

Hear Irene Henderson and Cliff Clarke sing songs you know and love, accompanied by Barbara Crawford on the piano-organ.
Friday and Saturday Evenings at the
McPHERSON THEATRE RESTAURANT
RESERVATIONS — 388-4741

TILlicum OUTDOOR
Box Office 8:15
Cartoon 9:30
Feature 9:50
FRANKIE AVALON
DWAYNE HICKMAN
DEBORAH WALLEY
YVONNE CRAIG
it's where the HEs meet the SHEs on SKIs
Ski Party
AN ALL STAR COUNTRY MUSIC SPECTACULAR!
HANK SNOW
FERLIN HUSKY
SKEETER DAVIS
GEORGE JONES
PORTER WAGONER
BUCK OWENS, JR.
HANK WILLIAMS, JR.
IN EASTMAN COLOR
VICTOR

CRYSTAL GARDEN
PUBLIC SWIMMING FRIDAY
10:00 - 12 Noon
12:30 - 5:00 p.m.
5:00 - 6:30 (Adults Only)
7:00 - 9:00 p.m.

DOMINION WEEKEND DANCING
Cabaret Style
Overlooking the shores of Cordova Bay
FRIDAY
To the smooth music of Victoria's Capital City
Featuring the
opening phase of Ray
Bullington, every Friday
10:30-12:30 in company
with the Capital City band
and entertainers your
friends in our friendly
atmosphere. See
385-2584
DANCING SATURDAYS
Go. Kneeling's Sea-view Room Orch.
McNORRAN'S
CORDOVA BAY LTD

DEEP COVE CHALET
Specializing in:
• Buffet Lunches
• Dinners
• Afternoon Teas
Dancing Saturday Night with Steve Barclay at the organ.
Closed Monday and Tuesday
RESERVATIONS, 686-3841

REACHCOMBE
Polytechnic Restaurant
Broughton at Douglas
Brings you...
DINING AND DANCING TONIGHT
TO THE MUSIC OF
Dave Napper
at his
Piano and Organ
Tues. through Sat.
7 to 11 p.m.
Complete Dinners from
\$2.90
LARGE DANCE FLOOR
NO COVER CHARGE
FREE PARKING
PHONE 386-2228
NEWSPAPER ADVERTISING STIMULATES BUYING

ESQUIMALT SPORTS CENTRE
ROLLER SKATING
Tonight, 8 o'clock
COMING EVENTS:
SUMMER HONSPIEL
JULY 28 to JULY 3
SKATING SCHOOL
JULY 3 to AUGUST 20
SUMMER HOCKEY LEAGUE
JULY 31 to SEPTEMBER 30
HOCKEY SCHOOL
JULY 30 to SEPTEMBER 1

McPHERSON THEATRE RESTAURANT
RESERVATIONS — 388-4741

TILlicum OUTDOOR
Box Office 8:15
Cartoon 9:30
Feature 9:50
FRANKIE AVALON
DWAYNE HICKMAN
DEBORAH WALLEY
YVONNE CRAIG
it's where the HEs meet the SHEs on SKIs
Ski Party
AN ALL STAR COUNTRY MUSIC SPECTACULAR!
HANK SNOW
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SKEETER DAVIS
GEORGE JONES
PORTER WAGONER
BUCK OWENS, JR.
HANK WILLIAMS, JR.
IN EASTMAN COLOR
VICTOR

McPHERSON THEATRE RESTAURANT
RESERVATIONS — 388-4741

GEM THEATRE
SIDNEY
"I'll Take Sweden"
In Color
Bob Hope, Tuesday Weld, Frankie Avalon, Dina Merrill
A musical comedy in the land of blondes, blondes, and bath houses.
TONIGHT at 7:45 p.m.

DEEP COVE CHALET
Specializing in:
• Buffet Lunches
• Dinners
• Afternoon Teas
Dancing Saturday Night with Steve Barclay at the organ.
Closed Monday and Tuesday
RESERVATIONS, 686-3841

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DINING AND DANCING TONIGHT
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PORTER WAGONER
BUCK OWENS, JR.
HANK WILLIAMS, JR.
IN EASTMAN COLOR
VICTOR

McPHERSON THEATRE RESTAURANT
RESERVATIONS — 388-4741

HURRY—ENDS SATURDAY!
Extraordinary Entertainment!
WALT DISNEY presents Follow Me Boys!
Technicolor
Two Shows Nightly
7:00 - 9:10
Feature
7:30 - 9:15
OAK BAY
2184 OAK BAY AVE
383-2943
Adults, \$1
Students, 75c
Children, 50c
Golden Age Members, 75c

2nd WEEK
ACADEMY AWARD WINNER BEST FOREIGN FILM!
A MAN AND A WOMAN
A FILM BY CLAUDE LELUCH WITH ANOUKE AMER
COLOR
Two Shows Nightly
7 p.m. - 9 p.m.
FOX CINEMA
DANCE AT SHERBORN - 383-1200

MASTER-CRIMINAL! SUPER-SPY!
CHRISTOPHER PLUMMER
ROBERT SCHMIDT
TREVOR HOWARD
GERT FRONZ
CLAUDE RAINS
TERENCE YOUNG'S
"TRIPLE CROSS"
TECHNICOLOR • ERIC WARREN PROD.
At 1:25, 3:35, 6:25, 8:35
Last Comp. Show 8:35
Royal
Doors 1 p.m.

Meet Cecil Fox...
He has a taste for more than money can buy...and that can be dangerous
JOSEPH L. HANKIEWICZ "THE HONEY POT"
At 1:25, 3:35, 6:25, 8:35
Last Comp. Show 8:35
ODEON
Theaters
383-6813
Children and Golden Age

SEAN CONNERY IS JAMES BOND
IAN FLEMING'S
"YOU ONLY LIVE TWICE"
COLOR
CAPITOL
A FAMOUS PLAYERS THEATRE
WEEKDAYS FEATURES AT
1:30, 4:00, 6:30, 9:00
Complete Shows
1:30, 3:30, 6:30, 8:30
Saturday City Picture
at 12:30, 2:30, 4:00, 6:00, 8:00, 9:00

"Scarface" Canine...
"Baby-Faced Nelson..."
and now...
"The Boss" Hugo
You've heard of "Legs" Diamond... now meet
"Knock-Knock" Miller
You all know Sherlock Holmes—make way for
"Dill-Do" Winters
You've heard of The Cat Burglar—say hello to
"Fussycat" Shirley Eaton
Forget Helen Of Troy—to day it's
Jill of St. John

BOB HOPE PHYLIS DILLER
JONATHAN WINTERS SHIRLEY EATON JILL ST. JOHN
"8 on the Lam"
Screenplay by ALBERT E. LEWIN and BURT STYLER/Story by ARTHUR MARK and BOB FISHER/Directed by GEORGE MARSHALL
COLOR by DE LUXE
Now Showing
Doors 6:30
COMPLETE SHOWS 7 and 9 p.m.
Saturday Shows 1 p.m.
Complete Shows 1:35, 3:35, 6:35, 8:35
11:00 and 1:00 p.m.
836 Yates Street 388-6414
Coronet

COME AND SEE GIANT CENTENNIAL SQUARE DANCE
For True-Canadian Centennial Square Dance Tunes
Square Dancing's Colour Spectacular at
MEMORIAL ARENA
8:30 p.m.
TONIGHT AND SATURDAY
Specialist Tickets \$80 at the door.
DON'T MISS • Bouncing spectacle of colorful costumes • GRAND MARCH • SQUARE DANCING: The Whop-Do-Do of "Foster City" The real, musical "Singing Circle" • ROUND DANCING: Smooth Swing "Walkers" • Pops • "Two-Step" • EVENING IN MOVING COLOUR.

Be Our Guest
For Your Long Weekend Dining Pleasure
in the
COLONIAL ROOM
"Victoria's Original Steak House"
OPEN EVERY DAY
From 5 p.m.
For Your Dining Pleasure
★ COMPLETE MENU ★
"A JAMES BAY LANDMARK FOR OVER HALF A CENTURY"
270 Government St.
In the Parliament Buildings Area
Reservations—384-7151

'Scabs' Hit

CROFTON—Members of Local 886 of the United Paper-makers and Paperworkers who Thursday morning in a press release denounced the Canadian Pulp and Paper Workers were described Thursday afternoon as "would-be scabs" by Local 2 president Frank Jameson of the national union.

"This is the same group of staunch unionists who only a short three years ago said they would cross our picket line if a threatened strike over wages and contracts materialized."

"The exploiting of every value in Canada by our neighbors across the line is something that every Canadian should take a vital interest in."

"There is no better place to start than with the working man and through the formation of Canadian unions based on Canadian thinking—not by a splinter group which is led by the nose and cannot see any further than its pay cheque."

Past president of the Canadian union, Bill Cox, charged that union members at Crofton and other pulp mills has no control over their administration before the Canadian union was formed a few years ago, because everything was dictated by the International Pulp-Sulphite headquarters in the east.

'Evil Eye' for Alberni Jail

Storm of Protest at 'Police State'

PORT ALBERNI — A report that the council has authorized purchase of three closed-circuit TV sets for installation in the public safety building passed without comment at this week's council meeting.

However, it has roused a storm of protest in some groups in the valley.

The Alberni and District Labour Council has sent a letter to city council deploring the use of TV as a means of

keeping an eye on those in cells.

Few prisoners actually serve out sentences in the local lockup, they contend, and many people are held pending trial, at which they may subsequently be acquitted.

Use of closed circuit TV intrudes on the privacy of the individual, the group maintains.

Bud Handley, president of the Comox Alberni Federal New Democratic Association,

said he had been swamped with calls from people who felt the use of such TV circuits was undemocratic, and an invasion of privacy.

"This is the sort of thing that leads to an eventual police state. I am surprised that the city council has accepted this request with, apparently, so little consideration of its implications."

"I shall be writing to council asking them to reconsider."

Use of some such surveillance in the case of a disturbed prisoner might perhaps be condoned, Mr. Handley agreed, but he felt it should

be used only in a special cell where a prisoner might be placed if it was felt suicide might be a possibility.

Use of TV, the protesting groups declared, would interfere with the prisoners right to meet with his lawyer in privacy.

At the council meeting it was explained that installation of the circuits would permit policemen to keep an eye on all cells and their occupants, freeing the usual guard for other duties.



This is the scene at Duncan's northern boundary . . .



This is what the outskirts of Cassidy reveal . . .



And this is what motorists see north of Nanaimo

Achilles' Heel?

The Island Highway abounds with beauty spots—and ugliness too. Unsightly commercial development is drawing the alarm of civic leaders worried about the effect on tourism. Victoria alderman Robert Baird, vice-president of the Association of Vancouver Island Municipalities, has launched an attack on roadside eyesores. The Association of Vancouver Island Chambers of Commerce has given its support. At annual convention this fall of the Union of B.C. Municipalities, Ald. Baird will introduce a resolution calling on the government to enforce minimum beauty standards for roadside development. These scenes are typical of many along the Island Highway between Victoria and Nanaimo.—(Bill Stavdal)

Housing Okayed

LADYSMITH—Town council Thursday gave the green light to a new housing and recreation project to be known as Holland Creek Park.

The development embraces 80 acres. It will employ students and equipment from the Nanaimo Vocational School.

Kuper Children Arrive at Expo

MONTREAL (CP) — Thirty-one Indian children, many of whom had never left their Vancouver Island Indian school in their lives, were a little overwhelmed Thursday when they found themselves taking a "moon walk" in the Soviet pavilion at Expo 67.

The children, aged between 11 and 17, and all from the Kuper Island residential Indian school flew to Montreal for a week-long visit, partly under the sponsorship of the International Service Clubs Council, which has arranged accommodation for the children while in Montreal.

The \$9,000 cost for the trip

was raised by residents on Vancouver Island.

Brother Brian Dufour, supervisor of the group, said the trip required a "tremendous adjustment" by the children.

"None of them have been on a plane before."

At the Russian pavilion, the first stop on their tour of Expo, their dark eyes grew big at the size and complexity of the displays.

Three of the older boys gazed intently at the Sputniks, and were fascinated by the lunar panoramas, a darkly-lit area depicting a portion of the moon's surface.

"I've just been walking on the moon," he said.

characters from Russian folklore were another attraction.

"Look at that, it's Pinocchio," said one boy.

Brother Dufour thought the most important thing the children would glean from the Expo trip was that "their eyes will be opened to the fact that there are more places than Vancouver Island."

Other pavilions on their Expo itinerary for the week are the Indians of Canada pavilion, and the Australian pavilion.

The children, who are members of a file and drum band, will give Expo visitors a treat when they do marching drill across the fair grounds on Tuesday.

Wood carvings showing

School Charges Bring Rebuttal

Shawnigan Elementary

DUNCAN—The standard of education at the three-classroom Shawnigan Lake Elementary school is above average said Cowichan School Board Chairman Dr. Neil Dornier Thursday.

He noted since the complaint from two sets of parents at a recent school board meeting about "the deteriorating standard of education" at the Shawnigan Lake school, a number of letters have been received.

READ ALOUD

"The letters will be read at Monday's school board meeting."

"Parents in their letters commended the school board on the way it has handled the original problem of overcrowding at the school last year."

ABOVE AVERAGE

"They are completely satisfied with the educational training which the children have and will receive at the school," said Dr. Dornier.

"The standard at the school is above average."

"All examinations and results indicate that this is so there is no evidence that the

overall standard of education in that school is anything but good."

CUT NUMBER

Dr. Dornier said as soon as the problem of overcrowding at that school arose last year the board took corrective measures and reduced the total number of students from 103 in Sept. 1966 to 76 in Jan. 1967.

The number of pupils per classroom shrank from 36 to 19 after transfer of many of the students to Mill Bay and Cobble Hill schools.

HEAVY LOAD

"Naturally we were aware of the overcrowding problem. The load for the teachers was too heavy, and some of the teachers had to teach four different levels."

"We did our utmost to correct the situation and will con-

tinue to do so with any other problem that may arise elsewhere in the Cowichan school district."

ABILITY

"We never had any doubt about the teachers' ability, but we appreciated the fact their load was too great."

Another school board official stated, "Parents whose children attend Shawnigan Lake were upset by the derogatory statements about the school from complaining parents."

LOW EBB

Adjectives used in a letter about the scholastic standard at Shawnigan Lake school ranged from "deteriorating, poor, depressing to desperate" and the situation was described as having reached "a low ebb."

Cowichan school district superintendent of schools, Art Jones, remarked "The instruction in that school has improved immeasurably and many letters from grateful parents support the teachers."

Mr. Jones said that in September, a supervising principal will be in charge of elementary schools at Mill Bay, Bayview, Cobble Hill and Shawnigan Lake.

Aussie Training For Comox Pilot

COMOX — The first Canadian forces representative to be sent on an exchange basis to the RAAF, Flt.-Lt. Kenneth Keir, will leave Vancouver for Australia July 14.

Flt.-Lt. Keir is an RCAF officer at CFB Comox and has been flying Neptune long-range patrol aircraft with 407 Maritime Patrol Squadron.

He will join No. 10 RAAF Squadron, based at Townsville in Queensland.

The squadron also operates Neptune anti-submarine aircraft and Flt.-Lt. Keir will eventually become an aircraft captain while serving "down-under."



Flt.-Lt. Keir

Flt.-Lt. Keir, who is 37, was born in Calgary and presently lives at Cobble Hill with his wife and three children. His parents, Mr. and Mrs. David Keir, are also Cobble Hill residents.

He joined the RCAF in 1949 and has served two tours as a maritime aircraft captain as well as seven years on staff appointments. His transfer-exchange will last two years.

Part of the regular commitments of No. 10 Squadron is flying anti-submarine missions in Malaysia, the Philippines, Borneo and to Hawaii.

Ironically, Flt.-Lt. Keir won't be flying to Australia, he and his family go by ship.

Irish Sweep Ticket Draw

Eight Vancouver Islanders were among the 250 Canadians whose Irish Hospitals Sweepstakes tickets were drawn for Saturday's running of the Irish Derby near Dublin.

The tickets were drawn on all 50 horses eligible for the Derby, but only about 20 are expected to start. A final call-over today will name the starters.

Holders of tickets on Saturday's winner collect \$150,000, with \$60,000 and \$30,000 respectively to holders of second and third place ticket holders.

Holders of tickets on non-starters or horses who run out of the money will collect prizes based on the total pool, usually about \$1,300 each.

The island tickets drawn, with the name of the horse, ticket number, nom de plume or name, and place, were:

SIGNA INVESTA—QHN66099, SCS-10, Victoria; DISFIC—QMHT690, D. Knezevich, Nanaimo; RABURN II—RXA-93038, Oh Hell, Victoria; SCOTTISH SINBAD—QKA80950, Clan, Courtenay; SUCARY—RSD9106, Whit Campbell River; ARCH-ANGEL GABRIEL—QME84578, Qinner, Victoria; SARACARY—QCH83586, W. D. Lewish, Nanaimo; QUARTETTE—QMQ-54116, Mad, Victoria.

Fire Threat On Weekend

It will be a long, tense weekend for 30 B.C. Forest Service fire spotters on Vancouver Island.

They are the men who will be at lookout stations, watching for the first puffs of smoke that signal a forest fire.

Cy Phillips, chief of the Forest Service's protection division, said Thursday afternoon that the drought index for Vancouver Island was "extremely high."

"We are especially concerned about Central Vancouver Island during the three-day weekend when everyone wants to get outdoors," he said.

Thursday's fire weather forecast was "very pessimistic," Mr. Phillips explained. The drought index is a hypothetical value arrived at after taking into account such factors as temperatures, winds and humidity.

More News
Of Island
On Page 27



Two tiny swallows battle desperately for survival

Act Despoils Nature's Religion

By KLAUS MUENTER

DUNCAN — It is sad to see living things die unnecessarily and being absolutely unable to prevent it.

We are facing such situations now.

Left, my 12-year-old stepson brought home three orphaned swallows not yet able to fend for themselves.

Left happened along shortly after another young boy who lives in the nearby subdivision had shot the parent birds with a BB gun.

Thoughtlessness or lunatic desire to kill may have caused this little tragedy.

The small birds will probably die because in many cases it is futile to try to raise young, wild

birds which have lost their parents.

They are difficult to feed.

Why lose words about this sorry, little incident while sanctioned or unsanctioned killing wipes out many lives every day — in wars, in highways in air crashes and ship wrecks and through the more silent way of starvation?

Why not respect life while we have a chance?

Has the little boy ever been told by his parents to enjoy rather than kill?

Will he regret his thoughtless act or will he become one of the people who kill big game for sake of trophies to bolster their ego because they have little else to be proud of?

It may seem a long way from a BB gun to a high-powered rifle and yet the killing is the same in principle.

The only difference between the small boy and his grown-up counterpart thoughtful is that the boy still may learn if he is fortunate enough to have thoughtful parents whom themselves have respect for living things and will despise their child's act.

It is possibly the greatest religion a human being can have is to honor the values of nature. This, of course, includes his fellowmen and those wonderful living things without which the human race would be an extremely sorry lot.

Contractors Fined For Taking Gravel

CHEMAINUS — Crofton co- of unlawfully removing gravel, tracting firm Mayer Bros. from the Chemainus river be- pleaded guilty Wednesday in between June 1-23. magistrate's court to a charge. Fisheries officer Jack Ellis

told the court that the act contravened the B.C. Gravel Removal Order.

Bhagwan Mayer, president of the company appeared on behalf of the company.

Magistrate Lance Heard

levied the fine after details were given the court of com- any trucks taking away the gravel from an area protected by the minister of fisheries through an order making it illegal to take gravel, drive logs, or pollute a stream inhabited by fish or where fish spawn.

Taking gravel from Nanaimo or Chemainus rivers is allow- able only by special permit from the department of fish- eries.

A fine of \$600 was imposed.

Park Plan Approved

PORT ALICE—Centennial Af- fairs Minister Judy LaMarsh and L. J. Wallace, B.C. cen- tennial committee chief have an- nounced that finance to develop Seaview Centennial Park has been approved.

The federal-provincial subsidy is \$2,000.

The district has already raised \$5,420.



Sail away to Seattle or Port Angeles

A sea cruise aboard the Princess Marguerite is relax- ing and fun. If you wish, take your family car. Daily service.

VICTORIA - SEATTLE

Lv Victoria 5:30 p.m.

Ar. Seattle 9:30 p.m.

Lv. Seattle 8:30 a.m.

Ar. Victoria 12:30 p.m.

VICTORIA - PORT ANGELES

Lv. Victoria 1:30 p.m.

Ar. P. Angeles 2:45 p.m.

Lv. P. Angeles 3:15 p.m.

Ar. Victoria 4:30 p.m.

For information Phone

385-7771

TRAVEL Canadian Pacific

Campbell River Defeats Sewers

CAMPBELL RIVER — Residents of Willow Point in the southern portion of Campbell River district overwhelmingly rejected a \$1,926,000 sewer referendum.

The vote was: 129 for, 470 against.

Installation of the sewer system would have been in the area which extends from 1st Avenue south to Ocean Grove.

Approximately 70 per cent of the eligible voters turned out at the polls.

Developers of subdivisions in the area are reported to be planning installation of their own sewer systems, which would exempt them from future development.

If they do, Reeve Kenneth McDonald says there will be fewer taxpayers left to pay for a system at some future date.

Around the Island

Last Day of School Unlucky for Child

NANAIMO — Kathleen Tay- lor, 7, of Fourth Street, was dragged by ambulance crew from under a car which hit her at 9:30 a.m. Wednesday morn- ing as she was walking to school on the last day of the term. RCMP said school teacher Roy Piger, of 2501 Newton, was driver of the car. The accident happened on Fourth Street, not far from where Kathleen lives at No. 438. She was rushed by Island Ambulance to Nanaimo General Hospital where she is being treated for fractures of both legs and head cuts.

MANY NEVER SUSPECT CAUSE OF BACKACHES

May Be Simply Stagnant Kidney Action
It's a pity to put up with this common backache because you just don't know the cause, and the medication that may help you. You see, if kidneys become sluggish, urinary irritation and bladder discomfort may follow. The result can be an annoying, nag- ging backache. This is when Dodd's Kidney Pills can help bring relief. Dodd's stimulates kidney action, help re- lieve the irritated condition that causes the backache. Take Dodd's and see if you don't feel better, rest better. Used successfully by millions for over 70 years. New Jars the same money. Advt.

This is one of the three square meals you have to prepare every day of your life. The job would sure be easier if you had a home freezer or a new refrigerator-freezer combination. Your entire home is planned for modern electrical convenience when it's a Medallion Home. See what your electrical contractor says.

B.C. HYDRO

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You've Got to TELL Them to SELL Them!



Your Newspaper Ads Reach the Family—Your Best Customers!
Get Best Sales Results with Professional Ad Service

With family income at the highest level in history, it's important to get YOUR sales story across to the family to make your cash register ring. Your advertisements in the local daily newspapers reach the family in a receptive mood . . . at home! Tell them YOUR news and get your share of THEIR business with the help of your newspaper's advertising service. Headlines, copy, layouts and artwork are all designed to save more for you, help you sell more goods . . . and are available at no extra charge.

Build Traffic and Boost Your Sales
With More Effective Advertising
in the

The Daily Colonist



Drunks and Drivers

B.C. May Erase Petty Charges

WILLIAMS LAKE (CP) — The provincial government is considering elimination of arrest and trial of minor traffic offenders and drunks, Attorney-General Bonner said Thursday.

The attorney-general, here for the annual Williams Lake Stampede, said in an interview:

"We clutter up our jails and courts with people who are not malefactors in the plain sense of the word. I am asking my department to question the whole situation. "I personally have had enough of it."

Mr. Bonner said the new policy on drunks now is in effect on an experimental basis at Terrace, Kitimat and Vanderhoof in northwestern B.C.

He said he is also considering a system of demerit penalties instead of fines for minor traffic offenders.

He said that a motorist picked up for an offence such as speeding or going the wrong way down a one-way street would be given a demerit rather than a ticket.

After accumulating a specific number of demerits a driver would lose his licence. He said the first step was

the new drinking-driving law which permits a police officer to suspend a motorist's licence for 24 hours.

He said the law, now in effect only on parts of Vancouver Island, will be extended to cover the whole island by July 1, and, he anticipates, the Fraser Valley by Aug. 1.

He said RCMP in Terrace, Kitimat and Vanderhoof have been asked not to arrest common drunks, only those suspected of committing more serious offences such as causing a disturbance.

The new plan is for police to send drunks home rather than press charges, he said.

Here for Canada's Birthday

QUEEN ARRIVES

OTTAWA (CP) — A smiling, relaxed Queen Elizabeth II flew into Ottawa Thursday afternoon to join Canada's centennial celebrations and received a flag-waving welcome from more than 2,000 people at Uplands airport.

The Queen, accompanied by the Duke of Edinburgh, came down the landing ramp from her BOAC jet in almost jaunty fashion, to be greeted by Governor-General Michener and Prime Minister Pearson.

Dressed in a pink and yellow silk dress and yellow coat, with a hat of yellow and pink petals, Elizabeth went through the official welcoming ceremonies with a dazzling smile.

Seldom have Canadians seen their sovereign in a more relaxed mood.

HERE ONE WEEK

The royal couple will be in Canada for a week, helping the country celebrate the centennial of Confederation. They were last here together in 1964, for observances marking the 100th anniversary of pre-Confederation conferences in Charlottetown and Quebec.

The Queen's plane, flying her personal Canadian flag, flew in from London ahead of time—unusual because royal arrivals are normally split-second affairs.

Elizabeth alighted from the sleek, silver and blue airliner at 3:23 p.m. EDT, seven minutes ahead of schedule.

BIG, BLUE SKY

A threat of showers had been forecast but at arrival time a big blue patch of sky covered the airfield.

The Queen walked from the tarmac along a 140-foot red carpet leading into the VIP hangar at Uplands. She waved to the occupants of about 1,300 seats arrayed along one side of the hangar.

At the end of the hangar about 400 children waved flags. Hundreds of other well-wishers waited outside.

Scores of thousands lined the

Continued on Page 2



Beaming Queen walks from plane with Governor-General Michener

18 Wounded In New Riot

BUFFALO, N.Y. (AP) — Violence accelerated sharply in this riot-torn city Thursday night with at least 18 persons wounded, 12 in shooting frays, and more than 100 arrested.

In the third night of rioting in predominantly Negro sections, police reported that 12 of those wounded had been hit by pellets fired from shotguns.

Weekend Issue Next

There will be no paper Sunday as the staff will observe the Dominion Day holiday Saturday.

The weekend edition of The Daily Colonist complete with The Islander magazine and comic supplement will appear Saturday morning. Next regular edition of the Colonist will be Tuesday morning.

Who Came Off Best? Little Us, That's Who

Forest Products Tariffs to Plunge

OTTAWA (CP) — Bold tariff cuts on forest products will be made by Canada, the United States and European Common Market countries under terms of Kennedy Round agreements.

All major Canadian products are included in U.S. commitments for 50-per-cent reductions or for duty elimination. Canadian lumber will eventually enter duty-free.

In return, Canada will bring its rates of duty on lumber more in line with American rates and

cut sharply its duties on wood manufactures and papers.

The current 25-per-cent Canadian tariff on furniture will be reduced to a range of 17 1/2 to 20 per cent.

The Common Market will reduce rates on non-newsprint paper and wood pulp and introduce a tariff-free quota of 531,000 tons for newsprint.

Japan reduces its newsprint tariff and Switzerland its tariff on wood pulp.

The changes are part of the

Continued on Page 5

By RON COLLIER
Ottawa Bureau

OTTAWA — Canada pulled off the smartest commercial deal of its history at the Kennedy Round talks.

No one in the know here is hurrying to answer the question that everyone's asking: Who got the best deal?

It's embarrassing. It's Canada.

Canada convinced its competitors that it's really still a resource nation, a hewer and drawer, with little industry of its own.

As a result, Canada still keeps fairly high protectionist barriers. And it was one of the few countries allowed to be selective in its cuts and not make them across the board.

The "little-nation" pitch is never likely to succeed again at a no-nonsense, international tariff-slashing session.

Canada stands to benefit in more than \$3,000,000,000 worth of exports, through concessions by other nations on 862 items. (See stories, Page 8.)

Beer Glass Shrinks, Case Costlier

The B.C. Liquor Control Board Thursday authorized an increase of five cents to \$3.57 on the price of a case of beer and reduced by one cent—from 13 to 12—the size of glasses used for draught beer, effective July 12.

A liquor board spokesman said the rise in beer prices resulted from an earlier increase in the federal sales tax.

Straitjacket, Says Israel

Yugoslav Motion at UN 'Prescription for War'

By ALEXANDER FARRELL
UNITED NATIONS (CP) — A Yugoslav motion before the General Assembly "is a prescription for renewed war in the Middle East," Foreign Minister Abba Eban said Thursday.

The motion, introduced Wednesday, would have the assembly demand that Israel forces withdraw unconditionally from territory occupied in Egypt, Jordan and Syria.

Eban told a press conference that the motion, sponsored by 14 other pro-Arab countries, "calls for the restoration of conditions that have already produced one war and would inexorably produce another."

ARMS SHIPPED

He said Israel has information that the Soviet Union has resumed arms shipments to Egypt on a large scale. While this was going on, Arab supporters at the UN would invite Israel "to go back into a straitjacket to await the most convenient time for the Arab states to resume the war with big-power aid."

Meanwhile, some 20 countries, including Canada, were reported close to agreement on a draft resolution that would make Israel's withdrawal from Arab territory conditional on steps by the Arab countries to end their state of belligerence with Israel.

MOTION TODAY

The motion is expected to be introduced today, bringing the assembly to grips with the issue of conditional or unconditional withdrawal of Israeli forces and possibly inviting a procedural battle over what motion will be put to a vote first.

In the assembly earlier, Eban replied to critics of Israel's action this week in unifying the administration of Jerusalem for the first time since the end of British rule in Palestine in 1948.

He said the situation has improved for both the inhabitants and the city's holy places.

He asked the 122-country assembly "for a balanced and lucid understanding of the positive changes that have taken place."

Egyptian Toll 5,000

CAIRO (UPI) — Egypt suffered about 5,000 casualties in the Middle East war, the semi-official newspaper Al-Ahram said today. Israel suffered 679 dead and more than 2,500 injured, the Israeli said. (Israel had estimated 7,000 to 10,000 Egyptians died in the war.)

In other Mideast developments:

Arab leaders called for a holy war Thursday after hearing of Israel's annexation of Jerusalem, and after learning one Egyptian was killed and one wounded when Israeli troops fired on an Egyptian launch in the Suez Canal.



NDP MLA Charged

Gordon Dowling, NDP member of the B.C. legislature for Burnaby-Edmonds, was charged in Burnaby magistrate's court Thursday with failing to file a 1965 income tax return on demand. No plea was taken. The case was adjourned until July 6.

Plane Down With 79

HONG KONG (UPI) — The government said it had received reports an airliner was down in Hong Kong's Kowloon Bay. Officials said it was believed the plane was a Thai International Airways craft with 79 passengers and crew aboard. (Thirty passengers were reported rescued.)



Lawyer Brody, actress Mansfield

Jayne Dies in Crash

NEW ORLEANS (AP) — Jayne Mansfield, a buxom sex symbol who once called her life "just one long honeymoon," met a bloody and violent death east of here Thursday in the shredded wreckage of a car.

She was en route here for a television appearance.

INCREASING TROUBLES

The 2:30 a.m. collision also killed two men with the blonde actress, whose 40-inch bust brought her a flashy career.

A tempestuous love life and,

in recent months, increasing personal troubles kept the 34-year-old actress in the limelight although her movie career had gone downhill.

STUDENT ABOVE CAR

One of the men killed with her was Samuel S. Brody, 40, a Los Angeles lawyer whose wife accused him recently, in a divorce action, of committing adultery with Miss Mansfield.

The other victim was Ronnie Harrison, a 20-year-old handsome pre-law student at the

University of Mississippi. Police said Harrison was driving the big grey car.

Mattie, 3, Zoltan, 6, and Mickey Jr., 8, three of the actress' children, escaped severe injury.

Police said they were in the back seat of the vehicle.

HARTGATE ARRIVES

The car rammed the rear of a tractor-trailer rig slowed by a cloud of white anti-mosquito fog on a narrow, winding highway.

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Island Oyster Industry Closed

'Red Tide' Strikes Gulf of Georgia

By JOHN MATTERS

Fisheries officials warned Thursday that freshly-picked shellfish may be poisonous as a result of a dreaded "red tide" that is building up in the Gulf of Georgia.

Vancouver Island's commercial oyster industry closed as soon as the hazardous

condition was noticed earlier this week.

Oysters, clams and mussels could contain the toxic agent that produces paralysis and can lead to death.

The poisonous plankton is rapidly accumulating in the Gulf of Georgia from Seymour Narrows in the north to Active Pass in the south.

Involved are such popular oyster and clam grounds as those near Nanaimo, Parksville, Qualicum Bay, Union Bay and Comox.

Harry Grainger, federal fisheries inspector at Victoria, said "the announcement was

not a closure — only a warning."

Dr. D. G. Quayle, shellfish expert with the Fisheries Research Board's Nanaimo station, said he would not be surprised if a closure was applied early next week.

The laboratory's monitoring stations are reporting "very high values" of the microscopic organism that causes the trouble.

"Toxicity can develop rapidly," said Dr. Quayle. "To be on the safe side, I say simply people should not take shellfish from that area."

A. D. Nordman of Lady-smith, president of Island Oyster Growers, said commercial growers at Lady-smith, Fanny Bay, Sooke and Pender Harbor have suspended their operations.

"There are quite a few out of work and we have no idea when the situation will clear up," he added.

The last outbreak of red tide off Vancouver Island occurred in the summer of

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Swim Class Entry List

List of Greater Victoria children entered in The Daily Colonist's free swimming classes this year appear today on Page 6.

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\$100 Stamp of Approval

Type of windshield sticker required starting Saturday before garages can make repairs of more than \$100 to

damaged vehicles is shown here by Constable Laurie Belfry, city police hit-and-run investigator.

—Jim Ryan

Finlayson Blaze Contained

Volunteer firefighters worked through the night to contain a five-acre brush fire that flared on the north slope of Mt. Finlayson Thursday afternoon.

Late Thursday night the 10-man crew was digging a fire guard near the summit of the

mountain, which overlooks Goldstream Canyon and the Island Highway.

No homes were endangered by the slow-moving blaze.

The fire, first reported at 5:45 p.m., was believed caused by hikers.

Langford fire chief A. E. Le

Queuse, first on the scene with 15 men, said:

"We saw some people moving away from the spot, but we couldn't get them."

The Langford firefighters

drove a 2,000-gallon truck up the mountain but were unable to get near the fire. They turned back and called in the B.C. Forest Service.

The area is lightly treed but is covered with thick, dry brush, said Chief Le Queuse.

Boy Slipped in Gorge

Jury Rules Drowning Accidental

A coroner's jury ruled Thursday night that six-year-old David Glenville of 1654 Tillicum died accidentally.

The youngster died in hospital at 11:35 a.m. June 23 after he was pulled unconscious from the waters near the Gorge Bridge shortly before 6 p.m. the previous day, and rushed to St. Joseph's Hospital's emergency ward by Saanich police.

WITH VICTIM

Saanich detective Harry Adams told the inquest he had interviewed a six-year-old playmate of the boy who said he was with him at the time of the accident.

The boy told him David fell into the water from the walkway leading to the float on the east side of the bridge looking at bubbles in the water.

Detective Adams said the boy said that David had surfaced and had tried to scramble to safety up on the rocks but couldn't make it and disappeared under the water.

ON BOTTOM

Darrell Warren, 141 Homer Road, who dove into the water and pulled the unconscious youngster to shore, said he found him on the bottom in about 12 feet of water.

Pathologist Dr. Garth Walter told the inquest the boy died from a marked swelling of the brain and incipient bronchial pneumonia had been a contributing factor.

The jury ruled the pathologist's findings resulted from the youngster being immersed in the Gorge waters.

Testimony was given that the float and the walkway located

just east of the bridge was in good condition at the time of the accident.

Westbank Chief Here, Seeks Financial Aid

In a final effort to save the Bank of Western Canada from liquidation, president James Coyne came to Victoria Thursday to urge Island investors to buy shares in the bank.

Accompanying Mr. Coyne were R. M. Thomas, president of York Lambton Corp. of Toronto, which owns 50.2 per cent of Westbank shares and also

Tom Brown and Mark Collins of Vancouver, the two B.C. directors on the bank board.

During the day they were introduced to an unnamed group of Vancouver Island businessmen who were invited to purchase part of the York Lambton holdings.

B. F. Tanner, a financial consultant from Toronto, said after the meeting that he was hopeful that when his group had completed its journey through the west it would have sufficient promises to ensure that all or most of the \$35,000 shares valued at \$5,500,000 would be taken up.

Last winter Mr. Coyne precipitated a power struggle within the embryonic bank when he voiced lack of confidence in the eastern interests which controlled a majority of stock.

Mr. Coyne won a narrow victory. After that, York Lambton agreed to sell all but 10 per cent of its shares at a price of \$15 a share.

If the shares are not bought by westerners, York Lambton will liquidate the bank.

A difficulty is that Westbank shares are currently selling at \$12 on the open market.



Coyne

Saanich Welfare Cheques Delayed

Soup and Noodles Holiday

By NANCY BROWN

With a loaf of bread, a can of soup, and a packet of noodles, a Saanich family of six is preparing to celebrate Canada's centennial.

That's all they have in the house to live on until welfare cheques arrive at the beginning of next week.

Other families are in much the same position as cheques normally expected on the first of the month will be held up because there will be no mail deliveries.

No Money

A mother of two, attending Thursday night's meeting of the Victoria Low-Income group said she had some hamburger and half a loaf of bread in the house—and no money.

"What a way for the children to celebrate their country's birthday," she said.

"I guess I'll make a stew and see how far it will stretch."

She said she had spent all her scanty allowance in expectation of a cheque Saturday.

"Now I find I'm going to wait an extra weekend." Families from other areas do not face the same problems—in the city cheques will arrive today, they have been assured by city welfare officials.

Budgeted

Others do not normally expect cheques on the first and have budgeted accordingly.

"We just don't have enough money to cover these emergencies," said a welfare recipient.

Group president Mrs. Donna Langstaff reported on meetings between the executive

and various officials and government ministers. "We have tried to show them that we can't live on what we are getting but we just can't get through to them."

'Inefficient'

Executive secretary Reginald Clarkson charged Welfare Minister Dan Campbell was inefficient.

"In any other business, the first thing a director does is get professional advice on how to run the business, costs involved, etc.," he said.

"There's nothing wrong with government philosophy, which demands 'normal healthy living standards' for welfare recipients."

"But Mr. Campbell doesn't even get professional economists or nutritional experts to help him determine rates for the families in need."

He said a mother on welfare was allowed \$25 per month per child.

"The allowance for a foster child is \$65 to \$89 monthly depending on circumstances."

"Mrs. Grace McCarthy, minister without portfolio, told

Mrs. Langstaff that foster parents wouldn't take children unless they were paid, but anyone who has worked with foster families knows that this isn't so.

Not Bought

"Love cannot be bought with a cheque."

A couple over the age of 65 is entitled to \$20 a month pension, but if they are unable to work up to their birthdays they are only entitled to \$125 welfare, Mr. Clarkson said.

"One of the great problems

about poverty is that you can't see it, and people do their best to keep up appearances. "Once the public finds out what the poor have to go through, they will get fed up and demand a change."

Saanich welfare administrator Mrs. Bunde Marshall said Thursday night she was terribly distressed at the mistake.

"I had no idea that the post office wouldn't be open, and didn't know anything about this until late this afternoon when I was told people were phoning in."

Even Stork Will Join Dominion Day Fiesta

From Metchosin to Sidney, Greater Victorians will be celebrating the 100th anniversary of Confederation with gusto Saturday.



Iris

Seen In Passing

Iris Reid admiring hair-dryers in an order-desk clerk at a wholesale store, she lives at 98 Cadillac Avenue with her husband, Stu. Her hobbies are sewing and fishing.

Linda Fye wearing galoshes on a mid-summer day . . . Calby Warwick drinking a glass of orange juice . . . Elizabeth Keefe feeling better . . . Margaret Binks doing some shopping downtown . . . Pam White moving into a new home . . . Gus Hansen walking uptown . . . Neil Eglewicz recuperating . . . Gus Foster trying out a detector . . . Andy Holland and a friend working on their stock car . . . John Wallace taking his children to the beach . . . Charles Richards listening to the radio . . . George Holland arriving in Canada.

YACHT RACE

Yachts will also rendezvous off Sidney for the Sidney to Cadboro Bay race, part of the Pacific International Yachting Association's Regatta.

Sidney Day will start with a 7 a.m. pancake breakfast, and continue with a parade, drill team demonstrations, rolling pin toss for women, nail-driving contest and tug-of-war, as well as children's races.

FLAG EVENT

A flag-raising ceremony at Metchosin Firehall at 1 p.m. will signal the start of Metchosin's celebrations.

A tennis court—a gift from the Metchosin branch of the Royal Canadian Legion—will be opened and five contestants will take part in a queen contest.

SMALL FRY

The small fry will be pitted against the adults in a baseball game between the firemen and the Metchosin Little League team.

In Victoria activities will begin at 9 a.m. with the last scheduled event at 8:15 p.m.

OTHER MATTERS

In other business, the committee approved a stop sign at the corner of Henderson and Leighton Roads.

The committee also approved several recommendations of Police Chief Green concerning Willows beach. If council approves, a special float for water skiers will be constructed and placed at the north end of the beach.

Also, the police chief recommended the games of baseball, lacrosse, soccer, softball and even golf be forbidden on the beach.

Library Hours

The Greater Victoria Public library at Yates and Blanshard will be closed Saturday, July 1, and will be open as usual Monday, from 9 a.m. to 9 p.m.

Saturday's Events

10:00 a.m.—British Columbia flag presentation by Premier Bennett, legislative buildings. RCN cruise of waterfront for 100 children.

10:00 a.m.-1:15—Centennial Battle of the Bands final, Centennial Square.

10:31 a.m.—Flypast by RCAF 409 Squadron.

11:30 a.m.—Lieutenant-Governor Pearkes and Premier Bennett open Confederation Garden, Belleville and Menzies.

12 noon—100-gun salute, 5th (B.C.) Battery, RCA, Beacon Hill Summit.

12:50 p.m.—Ceremony at grave of father of Confederation, Hon. John Hamilton Gray, Ross Bay cemetery.

1:45 p.m.—Queen's Own Rifles of Canada parade to City Hall for proclamation by Mayor Stephen, followed by parade to legislative buildings to fire feu-de-joie.

2:00 p.m.—Centennial Train Square Dancers, Centennial Square.

2:30 p.m.—Oak Bay Schools' centennial band concert for senior citizens, Beacon Hill Park.

3:30 p.m.—Victoria Boys' Band and Eileen's Baton Twirlers, Centennial Square.

7:45 p.m.—Centennial Sing-Out Group, Centennial Square.

8:30 p.m.—Centennial Train Square Dance Party, Memorial Arena.

8:15 p.m.—Music at sunset, David Galbraith, tenor; Eleanor Kent, organist, Centennial Square.

Sports

9:00 a.m.—Mammoth lacrosse tournament: pee wee, Hampton Park; novice, Fraser Street; tykes, Stevenson Park.

10:00 a.m.—Tennis tournament, Beacon Hill Park. Softball tournament: junior boys, Helmcken Centennial Park; 1 p.m., bantam boys, lower Central Park; 3 p.m., Girls, Topaz Park.

12 noon—Cricket match, Vancouver versus Victoria, Beacon Hill Park.

12:30 p.m.—Baseball tournament, Babe Ruth and Colt Leagues, Royal Athletic Park.

2:00 p.m.—Baseball finals, Royal Athletic Park. Little League Baseball tournament, Jaycee's Little League Park.

6:00 p.m.—Baseball, Colt League, exhibition game, Seattle versus Victoria, Royal Athletic Park.

Other Events

From 10:00 a.m.—Start of Rover Scout Centennial Treasure Hunt; five medallions hidden in Central Saanich, Esquimalt, Oak Bay, Saanich and Victoria; \$500 in prizes.

Helium-filled balloon race from Centennial Square; 25c entry, in aid of Boys' Club of Victoria.

Centennial plaques will be given to all children in Greater Victoria area born July 1, 1967.

Pacific International Yachting Association regatta; rendezvous Sidney, race to Cadboro Bay.

Enrolment Drops

Expo is being blamed for a slight drop in enrolment at the University of Victoria's summer school, which opens Monday.

The school had expected to register more than 1,000 students for the first time, but will

start lectures with 978, five less than last year.

"We think many teachers have decided to take in the world fair this year instead of piling up more credits," said a UVic spokesman on Thursday.

Teachers traditionally make up two-thirds of summer school enrolment.